B. P. TAYLOR,
Stevedore.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS CO., LIMITED, LONDON.
DODWELL & Co., LIMITED, *General Managers.*

NEW SERIES No. 1810. 光緒二十七年三月初六日 WEDNESDAY, APRIL 24, 1901. 禮拜三 一千九百一年四月廿四號 香港英字日報

THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 8,310,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
BARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 17th April, 1901. [11

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places; and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

F. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £525,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
p. Manager.

Hongkong, 16th October, 1900. [35

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital ..... £ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 20th December, 1899. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND.—
Sterling Reserve ..... $10,000,000 } $13,000,000
Silver Reserve ..... $ 3,000,000 }
RESERVE LIABILITY OF PROPTORS. $10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
The Hon. J. J. KESWICK, Deputy Chairman.
A. Haupt, Esq. | N. A. Siebs, Esq.
D. M. Moses, Esq. | H. W. Slade, Esq.
A. J. Raymond, Esq. | H. E. Tomkins, Esq.
R. L. Richardson, Esq. | Paul Witkowski, Esq.

CHIEF MANAGER:
Hongkong—SIR THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 9th April, 1901. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [10

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$5.00 ₱ Cask of 375 lbs. Net ex Factory.
$3.00 ₱ Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 12th December, 1900. [19

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(101)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	*Ballaarat*		About 27th April	Freight or Passage.
KOBE	*Tientsin*		About 1st May	Freight only.
S'HAI & JAPAN	*Japan*	G. K. Wright, R.N.R.	About 7th May	Freight or Passage.
LONDON	*Canton*	C. F. Lockstone, R.N.R.	About 18th May	Freight or Passage.

PASSENGER SEASON, 1901.

S.S. "SOBRAON" ...7,383 tons.....April 27th ..... { MARSEILLES and LONDON (Direct). WITHOUT TRANSHIPMENT.

(See Special Advertisement).

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 24th April, 1901. 15

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZESS IRENE	WEDNESDAY, 1st May.
PRINZ HEINRICH	WEDNESDAY, 15th May.
PREUSSEN	WEDNESDAY, 29th May.
HAMBURG, Hamburg-Amerika Linie	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KIAUTSCHOU, Hamburg-Amerika Linie	THURSDAY, 11th July.
BAYERN	THURSDAY, 25th July.
STUTTGART	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIAUTSCHOU, Hamburg-Amerika Linie	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.

ON WEDNESDAY, the 1st day of May, 1901, at NOON, the Steamship "PRINZESS IRENE," of the NORDDEUTSCHER LLOYD, Captain P. Wettin, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 29th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 30th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 30th instant.
Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 17th April, 1901. [22

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 50.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [16

TANSAN.

A NATURAL MINERAL WATER, contains large proportions of Carbonate of Iron, Alkaline and Alkaline Earthy Salts and is very beneficial in cases of Rheumatism, Gout, Chlorisis, Anæmia, Indigestion and other Allied Complaints.

PER CASE OF 4 DOZEN PINTS $6.

SOLE AGENTS:
H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 23rd April, 1901. [20

Intimations.

Bovril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [287c

BOVRIL

BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities!
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers. 17]

FAMOUS DEVONSHIRE LIQUEURS.

SLOE GIN. ORANGE GIN.
'PEDLAR' BRAND.

GINS,
ERVEN LUCAS BOL'S VERY OLD GENEVA-GIN,
(*Great Speciality*).
Acknowledged to be the finest GENEVA GIN produced.
In cases of 1 doz. Stone Cruchons.
NOLET'S GENEVA:
Equal to any square bottle GENEVA on sale in the Far East.

Telephone No. 15.

SOLE AGENTS:
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.
15, Queen's Road,
Hongkong, 15th April, 1901. [15

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898. [21

BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:—
Series V 49, 1 to 1,000 of $1 (One Dollar) each.
Series Z 49, 1 to 1,000 of $1 (One Dollar) each.
The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.
By Order of the Chief Manager in Saigon,
For the BANQUE DE L'INDO-CHINE,
L. BERINDOAQUE,
Acting Manager.
Hongkong, 26th February, 1901. [261c

NOTICE.

TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, Particulars of which may be seen at the OFFICE of—
Messrs. GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 13th February, 1901. [200c

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [124c

NOTICE.

REQUIRED by a First Class MERCANTILE HOUSE in Hongkong, an Experienced Man of Business to act as COMPRADORE. The Highest References required. No one need apply unless he is prepared to give Substantial Security in the Sum of $100,000. Apply in writing to
Messrs. JOHNSON, STOKES and MASTER,
12, Queen's Road, Central.
Hongkong, 15th February, 1901. [207c

EYE-SIGHT.

Mr. N. LAZARUS,
Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT PROPORTION of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.
Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTACLES only after testing the sight.
ADVICE FREE. [1453b

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN
PIANOS.
MONTHLY PAYMENT SYSTEM.
TUNING. REPAIRS.
Our Speciality.
INSTRUMENTS.
STRINGS.
MUSIC.
Grand stock, reduced to clear.
Hongkong, 13th March, 1901. [26

Intimations.

SANITARY BOARD.

OWNERS of HOUSES situated in the Central Division of the City of Victoria, and in the Western Division of Kowloon, who have not had their Premises LIMEWASHED and CLEANSED in accordance with Law, are reminded that the period during which the work should be FINISHED ends on the 30th day of APRIL, 1901, and the Sanitary Board being convinced of the necessity of Cleanliness in its efforts to Stamp out Plague, is determined to rigorously prosecute any owner in default after the above named Date.
The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsim Sha Tsui, Yau Ma Ti, Mong Kok Tsui, Tai Kok Tsui and Sham Shui Po.
By Order of the Board,
G. A. WOODCOCK,
Acting Secretary.
Sanitary Board Office,
1st April, 1901. [393c

THE HONGKONG STEAM WATER BOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of 12% per Annum (THIRTY CENTS per Share) for Six months from 1st October, 1900, to 31st March, 1901, has been declared.
DIVIDEND WARRANTS will be issued and posted on and after TO-MORROW, the 25th instant.
The TRANSFER BOOKS will be CLOSED for Registration of Shares from the 24th to the 27th instant, both Days inclusive.
By Order,
J. W. KEW,
Manager.
Hongkong, 22nd April, 1901 [447c

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of TWENTY per cent. upon Contributions for the year 1900 has been declared.
WARRANTS will be issued on the 1st May.
By Order of the Board,
W. J. SAUNDERS,
Secretary.
Hongkong, 19th April, 1901. [438c

UNIVERSAL TRADING COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS in the above Company are hereby notified that from the 1st April, instant, INTEREST at the Rate of TWELVE PER CENT. PER ANNUM will be charged on all UNPAID CALLS until further Notice.
ELLIS KELLY,
General Manager.
Hongkong, 19th April, 1901. [440c

A SECRETARY is WANTED by THE DAIRY FARM CO., LIMITED.
Apply by Letter to the Chairman, 2, Albert Road, Hongkong.
Hongkong, 22nd April, 1901. [446c

WANTED.

A COMPETENT SHORTHAND REPORTER.
Apply, stating Qualifications and Salary required, to
"X.A."
C/o This Office.
Hongkong, 19th April, 1901.

WANTED.

EUROPEAN ASSISTANT for GENERAL STORE.
Apply to
"ASSISTANT,"
C/o Office of This Office.
Hongkong, 18th April, 1901. [434c

WANTED.

WANTED a man competent to approach the best people to solicit subscriptions. A good proposition to the right party.
Apply by Letter to
"D.G.,"
Care of This Office.
Hongkong, 11th April, 1901. [416c

SINGING, PIANO, MANDOLINE, AND GUITAR.

SIGNOR CATTANEO, having returned to the Colony, has resumed Tuition.
TERMS .....$10 per Month.
(TWO LESSONS PER WEEK).
Application may be made by intending pupils through the ROBINSON PIANO CO.
Hongkong, 20th April, 1901. [444c

NOT RESPONSIBLE FOR DEBTS.

WITH This Day MR. E. JOCKERS CEASED to be a CLERK at our Office and we don't hold ourselves RESPONSIBLE for any DEBT incurred by him.
NORDDEUTSCHER LLOYD,
Superintendent's Office,
3, Queen's Building.
Hongkong, 21st March, 1901. [353c

NOTICE.

TO AMATEUR PHOTOGRAPHERS.

MEE CHEUNG begs to notify his many Customers that in order to meet the demands of AMATEUR PHOTOGRAPHERS he OPENED a New Department on 2nd April, 1901, which will be devoted exclusively to their interests. Two skilled operators in constant attendance.
Developing and Printing in all Branches executed with care and promptness.
Enlarging from small negatives a speciality.
Hand Cameras refilled.
All kinds of repairs to apparatus undertaken.
Prices very Moderate.
OFFICE in Corridor of HONGKONG HOTEL, where there are 2 Dark Rooms always at the disposal of Patrons Free of Cost.
Hongkong, 6th April, 1901. [401c

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT BROUGH.
Representative—Mr. ALLAN HAMILTON.

TO-NIGHT,
(WEDNESDAY), APRIL 24TH.
THE
BROUGH COMEDY CO.
BROUGH COMEDY CO.
BROUGH COMEDY CO.
TO-NIGHT (WEDNESDAY),
LAST NIGHT!
LAST NIGHT!
LAST NIGHT!
OF THE
"MANŒUVRES OF JANE"
"MANŒUVRES OF JANE"
"MANŒUVRES OF JANE"
A Comedy in Four Acts, by HENRY ARTHUR JONES.

TO-MORROW,
(THURSDAY) and FRIDAY,
April 25th and 26th,
THE
"ADVENTURE OF LADY URSULA"
"ADVENTURE OF LADY URSULA"
"ADVENTURE OF LADY URSULA"
A Comedy in Four Acts, by ANTHONY HOPE.

SATURDAY and MONDAY,
April 27th and 29th,
THE
"SECOND MRS. TANQUERAY"
"SECOND MRS. TANQUERAY"
"SECOND MRS. TANQUERAY"
An Original play in Four Acts, by ARTHUR W. PINERO.

The Box plans are now on view at THE ROBINSON PIANO CO., where seats can be booked SIX DAYS in ADVANCE.

PRICES AS USUAL.

Boxes	$15.00
Dress Circles and Stalls	3.00
Pit	2.00
Back Seats	1.00

Doors open 8.30 Curtain 9 P.M.
Carriages 11.30.
Late Trams 15 minutes after Performances.
Hongkong, 24th April, 1901. [404c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"HAICHING,"
Captain Hall, will be despatched for the above Ports, on FRIDAY, the 26th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 24th April, 1901. [449c

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship
"HAILOONG,"
Captain Bathurst, will be despatched for the above Port, on FRIDAY, the 26th instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 24th April, 1901. [452c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship
"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 8th May, at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 24th April, 1901. [321c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.
(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship
"GISELA,"
Captain Mosca, will be despatched as above on WEDNESDAY, the 15th May, P.M.
For Information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 24th April, 1901. [422c

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship
"SHINANO MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.
Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.
Goods not cleared by the 30th instant, will be subject to rent.
No Fire Insurance will be effected.
All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 3rd May, or claims in connection therewith will not be recognised.
NIPPON YUSEN KAISHA.
Hongkong, 24th April, 1901. [450c

To-day's Advertisements.

THE CITY HALL.

NOTICE.

THE ANNUAL MEETING of the SHAREHOLDERS in, and SUBSCRIBERS to the CITY HALL will be held at 4 o'clock, P.M., TO-MORROW, the 25th April, 1901, in the ST. ANDREW'S HALL.
F. B. L. BOWLEY,
Secretary.
Hongkong, 24th April, 1901. [453c

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICE of the Undersigned, No. 5, Queen's Road Central, Hongkong, on THURSDAY, the 2nd May, 1901, at 3 o'clock, in the Afternoon, for the purpose of electing a Consulting Committee.
MEYER & CO.,
General Managers.
Hongkong, 24th April, 1901. [454c

WANTED.

AN EXPERIENCED MAN and GOOD LINGUIST, to act as TRAVELLING AGENT for KIRIN BEER.
Applications to
THE MANAGING DIRECTOR,
THE JAPAN BREWING CO., (LIMITED),
YAMATE-CHO,
Yokohama, Japan.
Yokohama, 11th April, 1901. [451c

Intimation.

A. S. WATSON & Co.,
LIMITED.

WATSON'S
HYGIENOL,
(Registered).

A POWERFUL DISINFECTANT, GERMICIDE, ANTISEPTIC AND DEODORISER.

RECOMMENDED BY THE MEDICAL PROFESSION.

CHEAP, HARMLESS CONVENIENT AND EFFECTIVE.

This DISINFECTANT possesses all the good properties of Carbolic Acid, but is IMMENSELY SUPERIOR in being NON-POISONOUS—even in its concentrated form, thus avoiding risk of accident—and in the facility with which it mixes with COLD WATER in any proportion. In its diluted state it will not injure, stain, or corrode the person, metals, furniture, cotton, linen, or woollen fabrics.

WATSON'S
PURE CARBOLIC
SOAPS
will be found most efficacious for the *prevention of contagious diseases of all kinds.*

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

MARRIAGES.

At St. Mark's, Seremban, on the 9th April, by the Rev. F. H. Haines, Colonial Chaplain, Malacca, H. MONTAGUE HATCHELL, Deputy Commissioner of Police, Federated Malay States Civil Service, son of Colonel Hatchell, of Tunbridge Wells, to MARGARET, fourth daughter of the late H. C. Philpott, Esq., of Upton-on-Severn, Worcestershire.

On 16th April, at St. Andrew's Cathedral, Singapore, by the Rev. W. H. C. Dunkerley, JOHN J. BATCHELOR, to LAURESTINA GURNEY, of Surbiton, England.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 24, 1901.

NOTES AND COMMENTS.

The Belville Boiler Enquiry.

We have reproduced, from time to time, various articles and paragraphs from the *Pall Mall Gazette* dealing with the Belville boiler question as regards the Royal Navy, chiefly drawing attention to their defects, and suggesting that they were unfitted for use in the warships. We believe it was mainly due to that journal's persistance that a Committee of exports was appointed to enquire into this matter, and now it appears that the result of that committee's enquiry virtually condemns the Belville boiler, at least as regards the Navy. This is a most serious matter, for we understand that sixty-five British warships, so it is stated, are fitted with this type of boiler, and as there are 347 ships on the active list, this amounts to about a fifth of the total effective strength. It is also stated that the Germans have found the Belville boiler unsatisfactory, and are discarding them, though they have, fortunately for themselves, nothing like the proportion of ships fitted with this boiler which the British Navy has. It remains to be seen what steps the Admiralty will take to remedy this state of affairs, but the evil is that it will take much valuable time to re-boiler these vessels, and also much money, but the time is the more important matter. It would seem, however, that the Admiralty is greatly to blame for not appointing a committee of enquiry long ago, when the question was first brought up for notice, instead of which that body waited till they were practically forced to do something in the matter, owing to the pressure of public opinion; and we may here add, that in our humble opinion the *Pall Mall Gazette* has done the country a great service in stirring up the authorities at the Admiralty. It appears to be periodically necessary to "get a move" on some of our fossilised Government departments; the War office is having its turn now, not before time, and the Naval Dept. requires an important enquiry like the present one to rouse it to a sense of its responsibilities. Let us hope that the Belville boiler enquiry will open the eyes of the Admiralty to questions connected with the Navy, other than the width of the lace on an officer's coat, or the design of its buttons, and that they will not, like the War office, wait for a war to practically demonstrate the inefficiency of my lords of the Admiralty and their system, or the want of it.

REUTER'S TELEGRAMS.

MILITARY SYSTEMS.

LONDON, April 22nd.

Mr. Broderick has appointed a committee to consider the systems of Woolwich and Sandhurst, and to report upon the desirability of making changes in the present methods of entering the army.

BRITISH SOUTH AFRICA.

General French's headquarters have returned to Johannesberg. General French is indisposed.

THE NEW CONSOLS.

It is stated that arrangements have been completed to raise the other half of the new British loan in America.

LATER.

THE NEW CONSOLS.

The loan of £30,000,000 is already amply covered.

THE COAL TAX.

Sir Michael Hicks-Beach is willing to make concessions in respect of Coal contracts concluded prior to the 18th April.

BRITISH SOUTH AFRICA.

Mr. Cartwright, Editor of *The South African News*, has been sentenced to a year's imprisonment for libelling Lord Kitchener.

HONGKONG'S MESSAGE TO THE DUKE OF YORK.

The following message was despatched yesterday to H.R.H. the Duke of Cornwall and York at Singapore:—

"Hongkong, 23rd April.

"TO H.R.H. THE DUKE OF CORNWALL AND YORK.

"The Members of the Legislative Council of Hongkong desire on the part of the community to wish your Royal Highnesses God-speed and a safe return, and to express their regret that circumstances prevented the community of this important Colony from having the honour of receiving a visit and offering to your Royal Highnesses a hearty and loyal welcome.

"GOVERNOR OF HONGKONG."

The following answer was received:—

"Singapore, 23rd April.

"FROM H.R.H. THE DUKE OF CORNWALL AND YORK TO GOVERNOR, HONGKONG."

"Please convey our best thanks to members Council and to whole community for their kind message. I much regret impossible to visit Hongkong, where I feel sure loyal and hearty welcome ever awaits us.

"GEORGE."

LOSS OF THE "HAINAN."

TOTAL WRECK: ALL SAVED.

The East Asiatic Trading Company courteously inform us that they are in receipt of the following telegram from the captain of the s.s. *Hainan*:—

"*Hainan* total loss Taichow Islands, passengers crew saved."

[The Taichow Islands are situated off Taichow Bay, between Wenchow and Ningpo.—Ed., *H.K. T.*]

WEATHER REPORT.

The Observatory report says:—

On the 24th at 11.30 a.m. the barometer has fallen rapidly on the E. coast, owing to a depression which seems to be moving Eastwards in Central China. Gradients slight to moderate for S. winds on the coast, and in the N. part of the China Sea. Forecast:—Moderate to fresh S. to S.W. winds; squally, probably some showers.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide advertisement appearing elsewhere.

THE champion billiard-player is now in Hongkong, and will be playing at the Hongkong Club to-night.

SIR Cavendish Boyle, who is retiring from the Colonial Secretaryship of British Guiana, succeeds Sir Henry MacCallum as Governor of Newfoundland.

THE jewels which the Duchess of Cornwall is taking with her to Australia have been insured against all risks for £75,000. The Duke has insured his for £2,000.

WE are informed that the *Lungshan* is now in Macao, having a new crank-shaft fitted. We expect the resources of Macao yards will be taxed to the utmost by a large job of this description.

HIS Majesty the King has approved of the following arrangement of the loyal toasts at public dinners during his reign:—(1) The King (2) Queen Alexandra, the Duke and Duchess of Cornwall and York, and the other members of the Royal family.

THE following wire *via* Ceylon is published in the *Straits Times* of the 13th inst.:—Sixty-five British warships are fitted with the Belleville boiler, which was virtually condemned by the recent report of the committee of experts appointed to inquire into the matter.

MR. Wei Lun Shek, compradore to Messrs. Holliday, Wise & Co., wishes us to say that our correspondent was in error in saying that the *Hung Fei*, recently in collision with the *Sunchow* near Siu-hing, belongs to him. Mr. Wei Lun Shek has no connection with the *Hung Fei*.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ld.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

SIXTEEN Chinese have just been banished from Selangor for the public safety and welfare. We trust that if they are to be sent here the Government will see that they are "moved on." Hongkong has quite sufficient bad characters of its own without being made a dumping ground for the rubbish of other British possessions.

THE plague appears to be well on the increase with the advent of the S.W. monsoon and looks as though it was likely to assume similar proportions to the epidemic of last year. No. 9 District appears to be the chief seat of the disease this year and this fully bears out Dr. Clarke's observation that the disease makes its appearance in an epidemic form in a district in alternate years.

OUR representative had an opportunity, at the Magistracy to-day, of seeing a Chinaman who had had his ears cropped by the Chinese Authorities to mark him as a rogue and vagabond. The lobes of the ears had been completely cut away and on the shaven part of the front of the scalp was a deep scar, evidently burnt in. The man had been arrested here for attempting to work the confidence trick.

KNOWING the great claims that are made for bonzoline balls and especially in such a climate as that of Singapore and many other places in the East, a representative of the *Singapore F. P.* asked Mr. Roberts' opinion on this particular point. Said the master: I always play with bonzoline balls, and who would'nt, considering that they are half the price of ivory balls and last twice as long." It may be added that the playing advantages of bonzoline balls are that a set will maintain true relative weight and retain true shape, whilst ivory balls keep altering in weight, and do not long retain their true form.

THE rhododendrons in the Botanical Gardens are well worth a visit just now. They are in full bloom and appear as bright masses of scarlet bloom, the more sober green of the foliage being quite hidden by the wealth of blossom. The species now in flower is *Rhododendron indicum*, which is indigenous to Hongkong. Several other trees and shrubs are in bloom in the Gardens at the present time, as well as a number of orchids, which are flowering freely here and there in the open air. Any globe-trotters now in the Colony should not miss the opportunity of visiting the Gardens at so favourable a time.

AT the French Consulate on the 4th instant at Bangkok, M. Bujeault was charged with smuggling ammunition. It appeared in evidence that the accused was a passenger by the s.s. *Donai* and he was asked upon arrival if he had any goods to declare or anything contraband. He replied that his boxes contained nothing but personal clothing. The boxes were opened and the Customs' Examining Officer speedily found these boxes had false bottoms. The accused declined to have these examined and the Consul was communicated with and by his authority the boxes were taken to the Customs when the false bottoms were found to contain between 200 and 300 tins of gunpowder. Hence the charge. The Court fined the accused ticals 150.

IN many places along Queen's Road the frequent addition of road metal for repairs has resulted in the road becoming so convex that a narrow guage vehicle is in danger of a capsize if approaching too near the side-channels. We note that the P.W.D. folk are trying to remedy this state of affairs opposite the Hongkong and Shanghai Bank and beyond Arsenal St. Instead, however, of cutting down the centre of the road so as to render it less convex, the level of the side channel is being raised. As this naturally reduces the depth of of the gutter it looks as though the present action of the P.W.D. will result in the flooding of the sidewalk from the overflowing of the gutter during heavy rains. Surely it would have been wiser to take "a little bit off the top." But the P.W.D. strongly reminds us of the carpenter who cut a large and small hole in the stable door, one for the cat, the other for the kitten.

DR. THOMPSON in his report on the mosquitos of Hongkong, says that those collected in out-stations and sent to him for classification, should be killed, before packing up, with a whiff of tobacco. Perhaps, writes a correspondent, the mosquitos in the den I inhabit have been inoculated against tobacco, or perhaps they are a special breed, (they certainly are a credit to their pasture, being of a monstrous size and of a cheerful countenance and tone of voice). Anyway they either take no notice of an atmosphere of tobacco, or they enjoy it. There is one extra large bull mosquito, and the Editor of the *H. K. T.*, who has lived in Borneo, says that its voice is the counterpart of an elephant's trumpeting, though perhaps slightly inferior in volume of sound. [Another libel! Ed. *H. K. T.*] I think if Dr. Thompson saw this old fellow, he would hesitate before he irritated him with smoke, as if driven to bay he might prove a very tough customer. Otherwise I would try to capture him, if the mosquito dept. would defray the expenses of a packing-case and coolie carriage to the laboratory.

AT the Singapore Police Court, on the 15th inst., Baron de Home, or Prince Alexander Tsar, was sent to prison for a month for trespass at Tanjong Rhu. In default of finding securities for good behaviour, he was ordered an additional three months.

ONE touching incident that brought tears to many eyes was the sight of the gallant Highland officer, Capt. Jonse who, some time ago in endeavouring to save one of the guns in South Africa, lost the sight of both eyes. His magnificent physique made it seem even sadder, when one saw the eyes that are sightless and closed for ever. He passed through the crowd dressed in full uniform, leaning on the arm of an officer, who was leading him to some place were he could hear, if not see, the passing of the Queen, whom he had served so faithfully.—*Western Mail.*

THE splendid services rendered by Mr. James Watts by his plucky and most successful ride from Tientsin to Taku with despatches, passing through the Boxer and Imperialist lines, at great risk to his own life have received substantial recognition at the hands of the allied Powers, who have awarded him a handsome pension. It will be remembered that when Tientsin was besieged, young Watts rode off to Taku and fetched up reinforcements, but for whose timely arrival a terrible catastrophe would in all probability have overtaken the garrison and foreign residents in that town.

AT THE MAGISTRACY.

A WELL DESERVED SENTENCE.

Lam A Fong, a widow, was charged before Mr. Hazeland on remand with attempting to procure two girls for purposes of prostitution. It appeared from the evidence that defendant was a fortune-teller and, when being consulted by the girls, told them it was better for them not to marry but to become prostitutes. She offered to assist the girls to go to Singapore and almost succeeded in inducing one to do so. Mr Hazeland sentenced her to six months' hard labour on each charge, the sentences to be concurrent.

* * *

THE SQUEEZING RICKSHA MAN.

Albert Ah Wu, an accountant of 103 Wing Lok St., charged a richsha coolie with demanding more than his legal fare and using abusive language. A fine of $2 or 7 days was imposed by Mr. Kemp.

* * *

DISORDERLY LADIES.

Kong Sze and Tsang Tang, widows, pleaded guilty to behaving in a disorderly manner in Hollywood Road on the 23rd, and were fined $2 or 7 days each.

* * *

UNLAWFUL POSSESSION.

Chan Hou and Ho San, for being in unlawful possession of three paint brushes, were fined $10 or 14 days each. Chan paid up and Ho went to gaol.

* * *

NO HOARDING.

Wong On, of 34 D'Aguilar St., was summonsed at the instance of P. Sgt. McHardy with neglecting to put up a sufficient hoarding during the erection of a building to provide for the safety of passers-by. Defendant pleaded guilty and was fined $25 or six weeks.

* * *

THEFT AT THE THEATRE.

Miss Jane Howard, of 35 Wyndham St., charged Chang Hing, house coolie at the City Hall, with the theft of a diamond crescent brooch, value about $800. Complainant missed the brooch after leaving the Theatre last night and it was found in defendant's possession. The case was remanded till Wednesday next at 2.15 p.m. Bail $1,000.

* * *

DEAR WOOD.

The theft of ten cents worth of wood cost Chan Tsak fourteen days' imprisonment.

* * *

PILFERING AT THE DOCK.

Leung Shing, a fitter, pleaded guilty to the theft of several brass articles, valued at $40, from the Hunghom Docks. Mr. Kemp sentenced him to 3 months' imprisonment. He had a previous conviction recorded against him.

* * *

PEAK CHAIR COOLIES PUNISHED.

Mrs. Collins of "Durnford," the Peak charged a couple of chair coolies with refusing to complete their hire. It seems Mrs. Collins hired the two men and after going some little way they refused to proceed. Mr. Kemp fined them $2 or 7 days each. [It was very plucky of Mrs. Collins to come forward and prosecute. Few ladies care to appear to prosecute at the Police Court and hence many of these impudent chair coolies escape the punishment they deserve. We should like to see more of the Hongkong ladies follow the good example set by Mrs. Collins.—Ed., *H.K. T.*]

* * *

DANGEROUS BLASTING.

For blasting stone at Pokfulam Conduit Road in a careless manner and so causing damage to Mr. Rocha's house, Lui Chiu, a contractor, was fined $100 or two months and ordered to pay $10 compensation or undergo another month's imprisonment.

* * *

MISCELLANEOUS.

There was the usual amount of petty cases, including a solitary drunk and a fair batch of opium prosecutions. A letter carrier was fined the usual $100 for infringing the right of the Postmaster General.

ROYAL HONGKONG YACHT CLUB.

The course for the Twelfth Club Race, to be sailed on Sunday, 28th inst., will be No. 23, and not as previously stated. No. 23 Course is:—From Police Pier round Stonecutters' Island (to port), round Rock one mile S.W. of Cowechow and return; 15 miles.

THE PLAGUE.

Number of cases reported up till noon of the 23rd April, 1901	Chinese	155
	Other Asiatics	2
	Europeans	0
Number of cases reported during the past 24 hours	Chinese	6
	Other Asiatics	0
	Europeans	0
Total number of cases reported to date		163
Number of deaths reported up till noon of the 23rd April, 1901	Chinese	146
	Other Asiatics	0
	Europeans	0
Number of deaths reported during the past 24 hours	Chinese	6
	Other Asiatics	0
	Europeans	0
Total number of deaths recorded to date		152

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the Monthly Meeting of the General Committee of the Hongkong General Chamber of Commerce, held in the Chamber Room, City Hall, on Thursday, the 18th April, 1901, at 11 a.m.,—Present: Sir Thomas Jackson (Chairman), Mr. C. S. Sharp (Vice-Chairman), Hon. J. J. Keswick, Messrs. W. Ponte, R. L. Richardson, H. A. Ritchie, N. A. Siebs, H. E. Tomkins, Hon. J. Thurburn, (*ex officio*), and R. C. Wilcox (Secretary).—

MINUTES.

The Minutes of the last monthly meeting (held 19th March) were read and confirmed.

RESIGNATION OF MEMBER.

The Secretary reported the resignation by the Belgian Trading Company of Membership of the Chamber, owing to their having closed their branch in Hongkong.

THE REGULATION OF SAILING CRAFT IN HONGKONG HARBOUR.

On the 26th March a letter having been received from the Colonial Secretary, in reply to Chamber's letter of 19th idem, acknowledging receipt thereof and stating that H.E. the Governor would be glad to receive particulars of any other diasters similar to that which recently befel the str. *Menelaus* in the entrances to Hongkong harbour,

A list of such disasters was compiled and embodied in a letter sent to the Colonial Secretary on the 11th April. Letter read.

In reply to the Chairman,

Hon. J. Thurburn said he understood the Government were in communication with the Singapore authorities on the subject.

An opinion was expressed by the Committee that it ought not be a difficult undertaking to provide for the regulation of sailing craft in the narrow approaches to the harbour.

THE PUBLICATION OF QUARANTINE NOTICES.

Read letter from the Government, dated 2nd April, transmitting Copy of a despatch from the Acting Colonial Secretary of the Straits Settlements detailing the measures taken at Singapore to make public notifications of quarantine or medical inspection and expressing the opinion, in view of the steps adopted to secure publicity, that masters of vessels have little reason to complain of the difficulty of obtaining such information.

THE FUMIGATING BUREAU AND THE RELAXATION OF QUARANTINE RESTRICTIONS.

Read letter dated 3rd April from the Acting Colonial Secretary, in continuation of previous correspondence, and transmitting Copy of a letter from the Straits Settlements Government to the effect that it was first proposed, after correspondence with the Singapore Chamber of Commerce, to permit immigrants to land after undergoing ten days' quarantine on the understanding that the measures proposed by the Hongkong Chamber were carried out under Government supervision; but that, in consequence of the marked increase of plague in Hongkong, it because necessary to declare that port infected, and the proposals outlined above could not now be carried out.

Some discussion followed, and the opinion was expressed that the Straits Government, if aware of the present actual sanitary condition of the Colony, where the plague was not epidemic, would perhaps not have been quite so hasty in declaring the port infected.

QUARANTINE AND MEDICAL INSPECTION.

The Secretary reported that letters on the above subject had been received from the Government on the 25th March, and the 4th, 10th and 12th April, covering copies of notifications from the Governments of Straits Settlements, Bengal, Burmah and Madras, announcing that Hongkong had been declared an infected port by Singapore, and that at Chittagong, Burmah ports and those of the Madras Presidency plague restrictions would be enforced against arrivals from Hongkong and Taiwan. Also a letter stating that in Shanghai medical inspection had been imposed against arrivals from Hongkong after 18th April. Receipt of all these had been duly acknowledged and copies of the gist of most of them had been supplied to the local Press.

THE PROPOSED RE-SURVEY OF EASTERN SEAS.

As decided at the last meeting, a letter in reply to that received from the Secretary of the Fourth Congress of Chambers of Commerce of the Empire, giving the substance of the reply of the Lords Commissioners of the Admiralty to this Chamber's last communication on the subject was despatched on the 19th March.

The letter was read.

This was all the business of general interest before the meeting.

(*Correspondence.*)

Hongkong General Chamber of Commerce,
Hongkong, 19th March, 1901.

Sir,—The attention of my Committee has been drawn to the necessity existing for some amendment in the regulations for controlling and directing the navigation of sailing craft within the narrow waters of the colony.

These regulations provide that vessels propelled by steam must give place to vessels driven by wind, and are fair and reasonable when applied to navigation in the open seas, but when applied to the approaches to the harbour they are calculated to work disastrously to large steamers, whose masters find it difficult to bring them safely through narrow channels crowded with sailing craft, whose practice it frequently is to cross their bows, and who never concede any right of way to steamers.

The latest instance of disaster resulting from this practice was afforded by the experience of the Ocean Steam Ship Co.'s steamer *Menelaus* which in endeavouring to avoid a junk standing in her way, went ashore in Sulphur Channel, causing a heavy loss to her owners and also to the cargo underwriters.

To obviate such disasters in the future, the Committee would suggest that, so far as the harbour entrances are concerned, the responsibility of keeping out of the way of incoming or outgoing steamers should be thrown on the small sailing vessels, as is done in Singapore, where the following rule has been embodied in the local Port Regulations:—

BOATS GOING THROUGH NEW HARBOUR.

All native craft, boats, or rafts going through New Harbour are to keep out of the way of the steamers, and should they have to anchor, are to do so well in shore, and at night to keep a light burning above the rail and visible at a distance of one mile.

The Committee are of opinion that if some similar regulation were to be enforced in the narrow waters of this Colony, it would tend to lesson the difficulties of entering or leaving a crowded harbour, and would at the same time impose no real hardship on the junk-masters and owners of native craft, who at present exercise little discretion in handling their vessels and show no consideration to foreign steamers.

I have the honour to be, Sir,
Your most obedient servant,
R. C. WILCOX,
Secretary.

Hon. J. H. Stewart Lockhart, C.M.G.,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 26th March, 1901.

Sir,—I am directed to acknowledge the receipt

of your letter of the 19th instant, and to inform you in reply that His Excellency the Governor will be glad to have particulars of any other disasters of this kind that have occurred in the entrances to the Hongkong harbour.

I have the honour to be, Sir,
Your most obedient Servant,
(Sd.) C. CLEMENTI,
for Colonial Secretary.
The Secretary, Chamber of Commerce.

Hongkong General Chamber of Commerce,
Hongkong, 11th April, 1901.

Sir,—I have the honour to acknowledge receipt of your letter of the 26th ulto. (No. 666) informing me in reply to my letter of the 19th idem (proposing that rules for the regulation of sailing craft in the harbour and its approaches should be formulated) that His Excellency the Governor will be glad to have particulars of any disasters similar to the recent stranding of the *Menelaus* that have occurred in the entrance to Hongkong harbour.

Many other cases of the kind can be cited, but it is difficult to record them all, as no one seems to have kept any list of data. But twelve years ago the British steamer *Taichow* struck on some rocks in the Ly-ee-mun pass and broke her stem when endeavouring to avoid collision with a junk. Some years later the British steamer *Lightning* ran on the rocks off Green Island; the P. & O. steamer *Ancona* collided with a Chinese steamer off North Point, and the steamer *Zapis* went ashore on North Point on the 11th November, 1891, all through trying to steer clear of impeding junks. The river steamer *Heungshan*, when attempting to avoid a sampan on the 20th December, 1892, by porting her helm, ran ashore near the old P. & O. Wharf. The str. *Taisang* while trying on the 29th June, 1895, to avert collision with a junk, struck the Praya Wall. The str. *Whampoa* sank a ballast boat that tried to cross her bows while entering port, one of Messrs. Siemssen & Co.'s steamers collided with a junk on the 17th November, 1886, when entering port, and the river steamer *Powan* was in collision with a junk in Cap-sui-mun Pass on the 13th January, 1901.

It is not only in the narrow approaches to the harbour that such disasters occur; steamers are increasingly liable to them in the fairway which yearly becomes more crowded. The memorable case in which the P. M. steamer *City of Peking*, when entering port on the 29th November, 1886, collided with the M. M. str. *Saghalien*, then lying at anchor, and caused her to sink, was due to the former vessel's course being impeded by some junks, the strength of the current carrying her broadside on to the French steamer when trying to avoid them.

It is obviously unfair to masters of steamers to insist that they should keep out of the way of junks and sailing vessels in the narrow approaches to a crowded harbour, more especially as these craft are usually met with in little fleets of five or six. It should also be remembered that a steamer when deeply laden carries way for a considerable time even after her engines are stopped, and if she goes astern she is liable either to cant athwart the channel, go on shore, or run into some other vessel if in the fairway.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary.
Hon. T. Sercombe Smith, Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 18th April, 1901.

Sir,—Referring to your letter of the 19th ultimo and 11th instant concerning regulations for controlling and directing the Navigation of sailing craft within the narrow waters of the Colony, I am directed to inform you that this Government is in communication with the Government of the Straits Settlements on the subject.

I have the honour to be, Sir,
Your most obedient servant,
(Sd.) T. SERCOMBE SMITH,
Ag. Colonial Secretary.
The Secretary, Chamber of Commerce.

Colonial Secretary's Office,
Hongkong, 2nd April, 1901.

Sir,—In continuation of my letter No. 350 of the 14th of last February, I am directed by His Excellency the Governor to transmit for the information of your committee the enclosed copy of a letter from the Acting Colonial Secretary of the Straits Settlements respecting the publication of quarantine regulations.

I have the honour to be, Sir,
Your most obedient Servant,
(Sd.) T. SERCOMBE SMITH,
Ag. Colonial Secretary.
The Secretary, Chamber of Commerce.

Colonial Secretary's Office,
Singapore, 24th March, 1901.

Sir,—In reply to your letter No. 349 of the 14th ultimo, transmitting copy of correspondence between the Government of Hongkong and the Hongkong Chamber of Commerce regarding the publication of information regarding quarantine restrictions and inquiring what are the views of this Government on the question, I am directed to inform you that it does not appear reasonable to expect this Government to take such steps for the publication in Singapore of restrictions imposed elsewhere as those suggested by the Hongkong Chamber of Commerce, though it has been arranged that in the event of quarantine restrictions being again imposed on this port in consequence of another outbreak of plague or Cholera here, notices giving the required information will be posted up in the premises of the Tanjong Pagar Dock Company for general information.

2. I am, however, to point out that throughout the recent outbreak such a notice was posted in the Singapore Shipping Office in front of the desk at which Agents and Masters clear their vessels, and that the information was also given to all Masters of vessels by the clerk in charge. A Gazette Notification to the same effect was published, and the local Press was informed.

3. In view of these facts it would appear that the masters of Ships have little reason to complain of the difficulty of obtaining information as to the existence of quarantine restrictions at their port of destination.

I have the honour, &c.,
(Sd.) C. W. S. KYNNERSLEY,
Acting Colonial Secretary.
The Hon. Colonial Secretary, Hongkong.

SM[illegible]L-POX.

Number of cases reported up till noon of the 23rd April, 1901	Chinese	53
	Other Asiatics	7
	Europeans	10
Number of cases reported during the past 24 hours	Chinese	2
	Other Asiatics	0
	Europeans	0
Total number of cases reported to date		72
Number of deaths reported up till noon of the 23rd April, 1901	Chinese	41
	Other Asiatics	2
	Europeans	2
Number of deaths reported during the past 24 hours	Chinese	2
	Other Asiatics	0
	Europeans	0
Total number of deaths recorded to date		47

FINANCE COMMITTEE.

YESTERDAY'S MEETING.

A meeting of the Finance Committee was held immediately after the adjournment of the Council yesterday, the Acting Colonial Secretary presiding.

The following minutes (Nos. 17 to 24) were put before the meeting:—

MOORINGS FOR THE "HYGEIA."

The Governor recommends the Council to vote a sum of Three thousand three hundred and twenty Dollars ($3,320) to provide new moorings, &c., for the Hospital hulk *Hygeia*.

Carried.

COAL STORE FOR STARLING INLET.

The Governor recommends the Council to vote a sum of One hundred and seventy Dollars ($170) for the erection of a Coal Store at Starling Inlet Police Station.

Carried.

NEW CADETS.

The Governor recommends the Council to vote a sum of Nine thousand and thirty-six Dollars and Twenty-five Cents ($9,036.25) to meet the expenses incurred by the Government of the Federated Malay States in respect of the Cadets Messrs. E. D. C. Wolfe and S. B. C. Ross.

The Hon. C. P. Chater said he would like to know something more about this vote.

The Acting Colonial Secretary explained that some additional cadets were wanted, and the Secretary of State ordered that two cadets, Messrs. E. D. C. Wolfe and S. B. C. Ross, who had been sent out for the Federated Malay States, should be sent on here. The Malay States have incurred certain expenditure in bringing out these gentlemen, and also in providing for their education in Chinese, and it is this expense that has to be recouped.

The Hon. C. P. Chater asked where the cadets were?

The Acting Colonial Secretary replied that they were in Canton, studying Chinese.

Carried.

QUARTERS FOR GAOL OFFICERS.

The Governor recommends the Council to vote a sum of Nine hundred and ninety dollars ($990), being Rent of quarters for Gaol Officers, for nine months at $110 per month, for the current year.

Carried.

STORES FOR WAGLAN.

The Governor recommends the Council to vote a sum of Two hundred and eighty-eight Dollars ($288) to cover the cost of certain articles required for the use of the Waglan Light Station.

Carried.

SAIKUNG POLICE STATION.

The Governor recommends the Council to re-vote the sum of Eight thousand eight hundred and seventy-one dollars and ninety-five Cents ($8,871.95) being unexpended balance of the votes for 1900, under the heading "Public Works Extraordinary" for the construction of a Police Station at Saikung.

Carried.

The Governor recommends the Council to vote a sum of One thousand two hundred and four Dollars ($1,204) in aid of the vote under the heading "Public Works Extraordinary" for the construction of a Police Station at Saikung.

The Acting Colonial Secretary explained that this was the extra sum required for the completion of the building.

Carried.

THE LATE TYPHOON.

The Governor recommends the Council to vote a sum of Five hundred and fifty-three Dollars and Fifty-two Cents ($553.52) to meet the cost of the repairs of certain damages done by the typhoon in November last.

Carried.

The meeting then adjourned.

THE DALLAS COMPANY IN SINGAPORE.

According to the *Straits Times*, the Dallas Company arrived in Singapore knowing that no other "aggregation of talent," professional or amateur, was billed to appear there before the advent of Royalty. Having arrived in Singapore it finds that the wretched apology for a play-house that serves the dual purpose of theatre and stew-pan when anything in the nature of a histrionic event occurs, is blocked up with beams and stanchions and all manner of shorings to keep the ceiling in place on the occasion of the presentation of the addresses of loyalty and welcome to their Royal Highnesses in the upper Hall. This circumstance renders the stage at the Town Hall inaccessible to the thespians; and, as a natural consequence, they find themselves practically stranded in the town with a "dead" week on their hands.

A member of the Company thus records the melancholy fact in verse:—

A "FROST" IN SINGAPORE.

My Lord, the players be come.
SHAKESPEARE.

In merry England far away,
When winter time comes round,
Jack Frost will oft in iron bands
Bind up the fruitful ground;
This song is sung in London town,
By men who've cause to rue:—
"We are poor froze-out gard'ners, and
We've got no work to do."

But here, in tropic Singapore,
Jack Frost we never see;
The ice we get to cool our pegs
Is "made in Germanee."
I don't mean made in Europe; but
From what I've heard, it seems
Our *Ayer Batu* * all proceeds
From German-made machines.

Well now it seems *Jack Frost* at last
Has really come this way;
We of the Dallas troupe are here
And find we cannot play,
For Royal George is coming! And,
So now 'twixt me and you,
Read actors, 'stead of gard'ners! Well,
We've got no work to do.

"*Fiat Justitia!*" 'tis but right
To proffer loyal wreath:
But *Ruat Cœlum* it was feared
Might happen underneath,
And, so, we, luckless Thespians can
But weep and cry boo-hoo!
The Town Hall is on crutches, and
We've got no work to do.

Oh Singapore, dull Singapore!
Wake up and really try
To be at least on equal terms
With Hongkong or Shanghai,
And build a house for Thespis here
That no one can abuse,
And give both *Pro's* and *Amateurs*
A fair chance to amuse.

So let us sing, God save the King!
And save his Royal heir,
Who is just now (unwittingly)
The cause of our despair.
In all this mighty Empire, none
More loyal are, or true
Than we poor "froze-out" actors, who
Have got no work to do.

"DAD."

* Malay,—Stone water; ice.

THE BROUGH COMPANY.

Last evening a fairly large audience, including H.E. Sir Henry Blake, Lady Blake and party, greeted the raising of the curtain upon the presentation of "The Manoeuvres of Jane" by the Brough Company. From beginning to end the play is pure comedy, the action never lags, and its humorous situations follow one another with pleasing rapidity. Not since the company began its engagement in Hongkong has it, collectively and individually, scored so great a success. Like all comedies of its kind, this one requires delicate handling. The line dividing humor from horse play is easily overstepped, and what should be a delicate piece of pleasantry often, at the hands of mediocre players, becomes bathos. In this connection the company are to be congratulated. Their interpretation of the lines showed a proper appreciation of the intentions of the author and of their possibilities. Mr. Brough, as Lord Bapchild, was distinctly good. To Miss Noble who played the name part are due the honours of the evening. She looked the part fully, and she played it beyond cavil. Miss Matheeze, the terrible child, emerged from the obscurity to which the parts she has heretofore been cast have doomed her, and displayed the possession of a talent as welcome as it was unexpected, and Mrs. Beechinor as interpreted by Miss Bessie Thompson could not have been improved. The balance of the company rounded out the performance in a very acceptable manner.

The cast was as follows:—

"THE MANŒUVRES OF JANE,"
An Original Comedy, in Four Acts, by Henry Arthur Jones.

CAST OF CHARACTERS:

Phillbert (Lord Bapchild)	Mr. Brough.
Jervis Punshon (of the Lodge, Chaney)	Mr. Reginald Dartrey
George Langton	Mr. W. T. Lovell.
Mr. Nangle	Mr. Leslie Victor.
Prebendary Bostock	Mr. Mario Majeroni.
Mr. Pawsey	Mr. Percy Brough.
Sir Robert Bowater	Mr. McIntyre.
1st Footman	Mr. McMahon.
2nd Footman	Mr. Hards.
Butler	Mr. Grattan.
Jane Nangle	Miss Grace Noble.
Mrs. Beechinor	Miss Bessie Thompson.
Pamela Beechinor	Miss Evelyn Marthere.
Lady Bapchild	Miss Ada Rochefort.
Mrs. Bostock	Miss Gillies Brown.
Mrs. Pawsey	Miss De Courcy.
Miss Dodd	Miss Martin.
Trendell	Miss Harbin.
and	
Constantia Gage	Mrs. Brough.

SYNOPSIS OF SCENERY:

Act I.—The River Parlour at Lord Bapchild's, Chaney Court, on an October Afternoon.
Act II.—Drawing-room at Chaney Court on an April Afternoon—Six months later.
Act III.—Scene 1.—Room in the "Magpie" at Southwick at 11 o'clock on the same evening.
Scene 2.—Miss Dodd's Parlour at Pilstow-on-Sea at 7 o'clock the next morning.
Act IV.—Drawing-room at Chaney Court the same morning.
Time — The Present.

THE ROYAL TOUR.

GIBRALTAR'S WELCOME.

Gibraltar is proud of the honour of being the first host of the royal pair, and the first of the King's Colonial possessions to welcome the Duke and Duchess of Cornwall.

Despite the fierce gales which have raged in the Atlantic for some days the *Ophir* had a good passage from England, and all on board experienced the greatest possible comfort. The first indication of the approach of the royal vessel was a wireless-telegraphic signal received from H.M.S. *Niobe*, which had been sent on ahead. At seven a.m. on the 20th of March the *Ophir* was sighted, and shortly after nine o'clock she steamed into the harbour amid brilliant sunshine and the boom of cannon on board the warships at anchor, which fired a royal salute. All the warships were gaily dressed with bunting, and the crews raised ringing cheers as the *Ophir* dropped her anchor. At noon the Duke and Duchess landed at the dockyard and were received by the Governor. Thence the party drove through large and enthusiastic crowds to the Chamber of Commerce to receive a loyal address. Throughout the route the spontaneity of the enthusiasm was most noticeable.

THE ADDRESS.

Mr. A. Mosley, president of the Chamber of Commerce, attended by all the magnates of the of the Rock, said, in the course of his address: —"It is specially gratifying to me to be the first of His Majesty's Colonial subjects to welcome your Royal Highness when on your voyage to cement the bond of union between the Mother-country and the Colonies." The Duke made a graceful reply, in which he referred to the gratification he experienced in renewing his pleasant reminiscences of the Rock.

THE DUKE CONFERS AN ORDER.

Then, to the intense satisfaction of those present, His Royal Highness fastened the insignia of the Order of St. Michael and St. George on Mr. Mosley. The Duchess was presented with a magnificent bouquet by three beautiful young ladies, and then the royal party proceeded to lunch.

FOUNDATION STONE LAID.

After lunch, which was provided by Lieutenant-Colonel Briggs and the officers of the 3rd Battalion Royal Fusiliers, of which regiment the Duke is colonel-in-chief, Their Royal Highnesses visited the harbour works by a special train, proceeding through the tunnel and round Catalan Bay. Arrived at the works the Duke watched the huge blocks of concrete being prepared, and then, taking a launch out to the detached mole, he laid the foundation-stone.

At the completion of this ceremony the afternoon was well advanced and the royal party returned to prepare for the ceremonial dinner at Government House in the evening.

BANQUET AND RECEPTION.

This, the inauguratory banquet of the royal tour, was a great function; it took place at eight o'clock, and was so excellently arranged that it was over by half-past nine o'clock, at which hour the Governor and Lady White held a reception, which was very largely attended.

PRESENTATION TO THE DUCHESS.

Precisely at ten o'clock a presentation took place to the Duchess of Cornwall of a very beautiful white Spanish mantilla, subscribed for by the inhabitants of Gibraltar, specially made at Barcelona, and costing over five hundred dollars.

Soon after ten o'clock the royal party left Government House in a succession of excellently appointed carriages, and drove through the town, which was extensively illuminated in their honour.

The streets were were crowded with an enthusiastic throng of every nationality, and the cheering was incessant from beginning to end of the route.

About eleven o'clock the Duke and Duchess and their suite returned to the *Ophir*, after a very long and tiring day, which, however, was favoured by exceptionally fine weather.

THE ILLUMINATIONS.

The night's illuminations on shore were striking in the extreme, but the spectacle of the fleet illuminated and the bay and rock swept by the flashing searchlights from the men-of-war was truly magnificent. The weather was perfect, and after the dinner at the Convent the Duke and the Duchess drove through the town to see the illuminations. During this drive the Duchess wore the beautiful mantilla which had been presented to her earlier in the evening, draping it gracefully over her head in true Spanish fashion.

THE SECOND DAY.

The festivities organised for the second day's entertainment of the Duke and the Duchess of Cornwall were greatly marred by bad weather, so much so, in fact, that all outdoor ceremonies were out of the question. Just before nine o'clock a signal was given, by the firing of guns, to indicate that the review, which should have been the great feature of the day's celebrations, was countermanded. Admiral Sir H. Rawson and the officers of H.M.S. *Majestic* entertained the royal party to lunch on board the warship, covers being laid for eighty. In the evening the Duke and Duchess played the part of hosts instead of guests, and entertained a large and brilliant party on board the *Ophir*.

"THE BURST BELVILLE."

The following letters to the *Pall Mall Gazette* of the 20th ulto., appear under the above heading:—

To the Editor of the *Pall Mall Gazette*.

Mr. Editor,—My dad is profid. He says that Belleville boiler arithmetic will be followed by the B.V.B. music. He says a Chinese full orchestra, with steam buzzers, steam howlers, and earthquakers, all blended, is about the "Charley, Charley" naval music for the next few years.

He has read the interim report on boilers. He thinks that instead of spending about £80,000 on each of two ships for the Committee to find out about boilers, how they behave, and how each tube can be easily pulled out and a new one inserted while you wait, a letter to each of the Dutch and German Admiralties would be preferable. The answers could be read through diplomatic spectacles. Then only the cost of postage would be incurred, and Dad's baccy would not be taxed.

Also Dad says that to wait for the Committee to make experiments is like having to wait for present babies to become men before the Empire can be prepared for war.

Dad says, as far as he can understand centres of gravity, the present Bellevilles will have to be replaced by boilers of the same weight and same centre, or else we may get more topheavy ships.

Dad says if you allow about £7 15s. per horse-power on the list you printed on September 19 last, it will about foot the bill for broken bargains and reboilering "the Magnificent [please don't forget the capital M, which also stants for mad] fleet which has been built, building, and projected."—Yours truly,

March 18. COUSIN JAGGER.

To the Editor of the *Pall Mall Gazette*.

Dear Sir,—My recent remarks anent his Majesty's ships *Highflyer* and *Powerful* have elicited what amounts to a contradiction from an anonymous correspondent. And, by the way, I regret that he is anonymous, for anonymity in this matter creates suspicion when we remember that there are so many interested apologists for the Admiralty about.

I adhere to my statement that the *Highflyer* is to come home on account of her boilers, which are to be taken out of her. Then they will be dumped on the scrapheap, like those of the *Hermes*. Boilers fit for scrap are only worth scrap prices. The *Highflyer* lay at her anchors when my despatch was written; the fact that she has got to sea again proves little. Will the anonymous writer inform us how many of her boilers were at work when she recently left her anchorage? Were one-third of her installation raising steam?

As for the *Powerful*, the writer tries to make out that she was sound during the trip to the Far East. If so, how can he account for the fact that, although she was in a hurry, her average speed was only about nine knots, the speed of a low-class ocean tramp? Also will he deny that she repeatedly collapsed, and that tons of boiler tubes were sent out to make her good?

Every statement contained in my articles on the subject of those boilers has been obtained from the very best authorities short of the interested Admiralty higher officials, and has been thoroughly sifted and proved before publication; and I think the Admiralty may be fairly challenged to produce the engine-room logs of the ships named throughout the discussion to disprove a single statement made. One thing is worth remembering: that every fault of those boilers catalogued in the Commission's report has been over and over again urged in your columns; and now and again anonymous writers have, with a perky confidence and an assumption of deep knowledge, rushed in to discredit the statements and say to the public, "All's well."—Yours, &c.,

YOUR CORRESPONDENT.
London, March 18.

To the Editor of the *Pall Mall Gazette*.

Sir,—I think the letter of "W. H. N." in your issue of 16th inst. should not go unnoticed, for the reason that he is evidently one who knows the truth, but who, like the late Charles Lamb, thinks "T-t-truth is p-p-pwecious, and n-n-not to be wasted on evwybody." As to his facts:—

The exigencies of naval warfare have *never* demanded higher pressures. Their introduction by the Admiralty has been disadvantageous to the service in every way. Higher rates of steam generation *were* desirable, and could have been obtained from the cylindrial boiler had the Admiralty gone the right way to work. But, as usual, they would listen to no outside advice. They crammed the boilers with useless heating surface to such an extent that the circulation was spoiled, and put in one combustion chamber for six or eight furnaces, instead of one for each furnace; and worse than that, they persisted in the use of their stupid closed stokehole system of forced draught until all the evil things mentioned by "W. H. N." occurred, as many capable engineers had been warning them for years they would.

With this system the Admiralty never got, satisfactorily, more than 17-horse power per foot of grate, and that only for three hours, and at the cost of a ruined boiler; whereas, the cylindrical boiler as now fitted and used in over 1,100 of our finest merchant steamers and liners (developing over 3,000,000 I.H.P.) easily develops 17-hosre power per foot of grate for twenty-four hours on end, seven days to the week, and several weeks continuously, without in any way injuring the boiler, and at the cost of half the fuel per I.H.P. that the Admiralty were burning when they gave up the cylindrical boiler. This has been arrived at mainly by the patience and perseverance of one man—James Howden, of Glasgow—at whom the Admiralty engineers jeered in public; namely, at the annual meetings of the Institution of Naval Architects, where Mr. Howden read several papers explaining his invention. The Admiralty refused to try this system, and have never yet tried it; but since that time it has been adopted in our merchant service to the extent above mentioned.

What is a plain man to think of such conduct? It almost lends colour to some of the suggestions in "G.T.P.'s" letter. But the writer believes it arose entirely from personal spite.

As to the Belleville boiler, had the Admiralty fitted it in a second-class cruiser, and tested it severely and continuously for a couple of years, making from time to time such alterations and improvements as seemed desirable, they would have deserved nothing but praise. It would have been plain common sense. "W. H. N." knows quite well, as we all do, why the Admiralty officers are to blame: It is because they lost their senses, and fitted the boiler in sixty-five of our latest, best, largest ships before they had tested it properly. "W. H. N.'s" letter is apparently intended to help the cause of these officers (and they need help!), but it only makes it worse.

In conclusion, the writer has no interest, direct or indirect, in James Howden or his inventions, and never even spoke to him in his life, but he feels strongly that the national safety has been imperilled for years by men who *would not see* what all the rest of the engineering world saw clearly and never ceased to urge upon them.

As to his competence to speak, he may say he has been designing boilers for a quarter of a century, and has designed for the Admiralty (though much against his will) dozens of these abortions which "W. H. N." calls "cylindrical boilers."

"W. H. N." must explain how it is that this boiler which he states failed so disastrously in the Navy is doing to-day, in thousands of cases, fully fifty per cent. more than the Admiralty could get out of it in pre-forced-draught days, and continuously, fully as much as the Admiralty ever got out of it with forced draught and its accompaniment of ruined boilers, without any injury to boilers and on half the coal the Admiralty used.—I am, &c.,

ENGINEER.

P.S.—Our leading engineering journal, *Engineering*, which has sat on the fence for several years, in a manner that Sir H. Campbell-Bannerman could not beat, tells us in its current issue, in the course of a *very* funny article, that "only foolishness, or ignorance, or worse, would recommend cylindrical boilers for the Navy to-day." I'm going to have a large label, "Foolish, ignorant, and worse" printed, and wear it on my chest for all men to see.

Shipping.

Arrivals.

YAWATA MARU, Japanese steamer, 2,367, A. E. Moses, 23rd April,—Yokohama and Nagasaki 20th April, General.—Nippon Yusen Kaisha.

RAJABURI, German steamer, 1,189, A. Aglbom, 23rd April,—Bangkok 17th April, Rice.—Butterfield & Swire.

TAI LEE, German steamer, 828, T. Calender, 24th April,—Saigon 21st April, Rice.—Meyer & Co.

TAKSANG, British steamer, 977, Baker, 24th April,—Bangkok 16th April, Rice.—Jardine, Matheson & Co.

KASHING, British steamer, 1,158, R. Sanderson, 24th April,—Tientsin 16th April, Groundnuts:—Butterfield & Swire.

HAICHING, British steamer, 1,257, T. P. Hall, 24th April,—Swatow 23rd April, General.—Douglas, Lapraik & Co.

HIKOSAN MARU, Japanese steamer, 2,302, P. Hallstrom, 24th April,—Kutchinotzu 19th April, Coal.—Mitsui Bussan Kaisha.

HAILOONG, British steamer, 783, H. Bathurst, 24th April,—Haiphong and Pakhoi 22nd April, General.—Douglas, Lapraik & Co.

HSIEH HO, British steamer, 1,082, A. A. Crawford, 24th April,—Canton 24th April, General.—Siemssen & Co.

SZECHUEN, British steamer, 1,158, A. H. Hall, 24th April,—Canton 24th April, General.—Butterfield & Swire.

ZAFIRO, American dispatch-vessel, 674, L. A. Cotton, 23rd April,—Manila 20th April.

WOSANG, British steamer, 1,127, R. Johns, 24th April,—Canton 24th April, General.—Jardine, Matheson & Co.

MICHAEL JEBSEN, German steamer, 710, J. Jessen, 24th April,—Haiphong 20th April, and Hoihow 23rd, General.—Jebsen & Co.

Clearances at the Harbour Office.

Empress of India, British str., for Shanghai.
Kuchidate Maru, Japanese str., for Kuchinotzu.
Benvorlich, British str., for Nagasaki.
Kongnam, British str., for Canton.
Amigo, German str., for Swatow.
La Rhone, French str., for Canton.
Pakshan, British str., for Bangkok.
Telemachus, British str., for Singapore.
Flandria, German str., for Shanghai.

Departures.

April 24, *Hiroshima Maru*, Jap. str., for Moji.
April 24, *Richmond Castle*, Brit. str., for Manila.
April 24, *Kwanglee*, British str., for Canton.
April 24, *Empress of India*, British str., for Vancouver.
April 24, *Anping Maru*, Jap. str., for Swatow.
April 24, *Szechuen*, British str., for Shanghai.
April 24, *Thyra*, British str., for Moji.
April 24, *Kwangse*, British str., for Canton.
April 24, *Flandria*, German str., for Shanghai.
April 24, *Kit*, Russian torpedo-boat, for S'hai.
April 24, *Som*, Russian torpedo-boat, for S'hai.
April 24, *Delphin*, Russian torpedo-boat, for Shanghai.
April 24, *Hattie E. Smith*, American ship, for Saipan.

Passengers—Arrived.

Per *Tai Lee*, from Saigon—100 Chinese.

Per *Taksang*, from Bangkok—67 Chinese.

Per *Kashing*, from Tientsin—Messrs. McKerdy, Ferguson, and 7 Chinese.

Per *Haiching*, from Coast Ports—Captain Farrow, Mon. Blanchit, Mrs. Grainger, and 203 Chinese.

Per *Rajaburi*, from Bangkok—Imperial German Minister Resident von Saldern and the interpreter to the I.G.M.R., Mr. Trinkaus, and 65 Chinese.

Per *Yawata Maru*, from Japan for Hongkong—Messrs. Nicolai, Sellins, Mrs. Tanchner and children, Miss Williams, Messrs. S. Yanagida, Tang Seng Ling, Ling, Leyo, Lai, Tong and 2 children. For Manila—Mr. B Akolovitch, Mr. and Mrs. Kimura, Messrs. E. Kishimolo, N. Potts, Mr. and Mrs. Inukai, Miss Watanabe, and Mr. Plonsky. For Townsville—Mr. T. Brydone. For Melbourne—Mrs. T. W. Hammond. For Sydney—Mr. T. W. Browne.

Departed.

Per *Empress of India*, from Hongkong for Shanghai—Dr. D. Parr, Messrs. R. C. Block, W. Courtenay, A. S. D. Cousland, J. Thornborrow, Wm. White, J. M. Donaldson, O. de L. Williams, John Wilson, W. J. Gresson, W. J. Creighton, Aran Lam, Carl Detrich, Geo. Bass, R. E. Kelly, Tong A Wei, Mr. and Mrs. Geo. E. Burgoyne and child, Rev. and Mrs. Jas. Hare and five children, Mrs. Gordon Andrews, Mr. and Mrs. J. S. Hagen, Miss Fanny Menin, Mrs. Cooper, Hon. and Mrs. J. H. Stewart-Lockhart, and Mrs. C. A. Gove.—For Nagasaki—Mrs. A. Taylor. For Kobe—Mrs. Hooper, Mr. and Mrs. H. L. Dennys, Major and Mrs. S. E. Clark and child, Messrs. G. L. Bailey, C. D. Wilkinson and Captain Langhorne. For Yokohama—Messrs. C. von Solden, Emil Tainkaus, T. F. Ruhn, J. Blake, Mrs. W. Stewart Smith, Miss Hartigan, Mrs. C. W. Koester, Mr. and Mrs. C. J. B. Sayer, Mr. and Mrs. Clement Palmer, Lieuts. C. D. Hitchins, H. A. Lewis, R.A., G. B. Thornhill, R. Peiniger and Capt. Warren, R.A. For San Francisco—Mrs. A. Nelson and child, Capt. Marry, Lieut. A. M. Beecher, Messrs. Carl Morecraft, J. D. Beecher, C. Loring, F. E. Harvey, P. M. Newhall, J. P. Morton U.S.N., J. W. Powers, B. Burbash, F. C. Ruby, H. P. Hughes, P. Roach, and Mrs. Longstreet, Dr. Waggener and Mr. H. C. Gearing. For Paris—Monsieur Deveson. For Vancouver—Messrs. Hing Kee and Cheong Sam Kong. For Winnipeg—Mr. A. Rolling and Mrs. Griffin and three children. For St. Paul—Mr. L. J. Lambert. For Petrolia Out—Mr. and Mrs. J. T. Blackwell and child. For Windsor Out—Mr. and Mrs. J. Finkelstin. For New York—Messrs. J. S. McDuffy, G. Tyrnan and H. A. Polen. For Baltimore—Mr. W. Adams. For Washington—Mr. Su Yutchiu Kimchow. For London—Messrs. J. M. Cann, W. J. Cann, H. Tunstall Moore. For Leonard Parkinson—T. M. Little, A. Brayer, A. Michie, H. E. V. Crawford, S. Bridge, and A. Mackilop, Miss Mackilop, Dr. and Mrs. McClosky, Capt. Lemoine, Lt.-Col. D. P. Macdonald, Miss M. P. Bennett, Miss Bell, Miss Brodie and maid, Mr. and Mrs. H. A. Felton Smith, Mr. and Mrs. Chas. Birks, Comdr. C. W. M. Plenderleath, Mr. and Mrs. J. Bromhead Matthews, and Dr. and Mrs. Parkinson. From Shanghai for London—Dr. H. R. MacAulay. From Yokohama for London—Lady Howard of Glossop, Mrs. and Miss Rankin Wilson, Miss Smee, Miss E. Bellin, Miss Bellin, Mr. and Mrs. W. F. Greenwood H. H. Prince Ibrahim Hassan and valet; W. Makepeace, Dr. Kirk and R. H. Butler. For Kingston—Mr. H. H. Horsey.

SHIPPING REPORTS.

Capt. Baker, of the steamship *Taksang*, from Bangkok, reports:—Moderate S.W. monsoon and fine clear weather throughout.

Capt. R. Sanderson, of the steamship *Kashing*, from Tientsin, reports:—Fresh N.E. breeze to Bonham, thence light breeze and frequent fog.

Capt. H. Bathurst, of the steamship *Hailoong*, from Haiphong and Pakhoi, reports:—Pakhoi to Hongkong moderate S.S.E. breeze and sea, fine and clear weather.

Capt. P. Hallstrom, of the steamship *Hikosan Maru*, from Kutchinotzu, reports:—Showery weather with light and gentle variable winds to Turnabout, and misty with mizzle to port.

Captain T. P. Hall, of the steamship *Haiching*, from Tamsui, Amoy and Swatow, reports:—Tamsui to Amoy fresh W. winds, with rain and dense fog. Amoy to Swatow fresh S.W. winds, moderate sea and dense fog. Swatow to Hongkong moderate S.W. winds and sea, with fine cloudy weather. Vessels in Amoy on the 22nd inst.:—French cruiser *Friant*, Japanese cruisers *Suma* and *Idzumi*, s.s. *Perla* and *Zweena*. In Swatow on the 23rd:—s.s. *Shantung*, *Loksang*, *Lienshing* and *Foochow*.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Ajax	London	April 30th
Ambria	Havre, &c.	June 10th
America Maru	San Francisco, &c.	July 4th
Anping Maru	Foochow	May 8th
Antenor	London	May 14th
Asturia	New York	May 4th
Ballaarat	Shanghai	April 27th
Bayern	Straits, &c.	July 25th
Calchas	London	May 28th
Canton	London	May 18th
Carlisle City	San Diego, &c.	May 15th
China	San Francisco, &c.	May 25th
City of Peking	San Francisco, &c.	May 1st
Coptic	San Francisco, &c.	June 27th
Daijin Maru	Tamsui	April 28th
Doric	San Francisco, &c.	June 1st
Duke of Fife	Victoria, B.C.	May 7th
Emp. China	Vancouver, &c.	June 5th
Emp. India		June 26th
Emp. Japan		May 15th
Esmeralda	Manila	April 27th
Ferndene	New York	May 3rd
Gaelic	San Francisco, &c.	May 7th
Guthrie	Sydney, &c.	May 9th
Haiching	Swatow, &c.	April 26th
Hailoong	Haiphong	April 26th
Hamburg	Straits, &c.	June 13th
Hongkong Maru	San Francisco, &c.	May 16th
Japan	Shanghai, &c.	May 7th
K. Companion	Portland, &c.	May 20th
Kagoshima Maru	Bombay	April 26th
Kaifong	Iloilo, &c.	May 2nd
Kiautschou	Straits, &c.	July 11th
König Albert	Straits, &c.	Aug. 22nd
Königsberg	Havre, &c.	May 3rd
Kweiyang	Tientsin	May 2nd
Lightning	Singapore, &c.	April 25th
Nippon Maru	San Francisco, &c.	June 11th
Olympia	Victoria, B.C.	April 26th
Preussen	Straits, &c.	May 29th
Prinz Heinrich	Straits, &c.	May 15th
Prinzess Irene	Straits, &c.	May 1st
Pyrrhus	Liverpool	May 10th
Sachsen	Straits, &c.	June 27th
Segovia	Havre, &c.	May 26th
Shinano Maru	Kobe & Yokohama	April 26th
Sobraon	Marseilles, &c.	April 27th
Stuttgart	Straits, &c.	Aug. 8th
Sungkiang	Manila, &c.	April 26th
Tacoma	Victoria, B.C.	May 17th
Tientsin	Kobe	May 1st
Ulysses	Liverpool	May 24th
Victoria	Victoria, B.C.	May 28th
Yawata Maru	Sydney, &c.	April 26th

SWATOW WEEKLY SHIPPING REPORT.

(*April 20th, 1901.*)

ARRIVALS.

Date.	Vessels.	Where from.	Agents.
April 15	Daijin Maru	Hongkong	B. & Co.
" 15	Haiching	"	J. M. & Co.
" 15	Chowfa	"	B. & S.
" 15	Benlarig	"	B. & Co.
" 15	Taicheong	"	L. & H.
" 15	Kiukiang	Shanghai	B. & S.
" 15	Taicheong	Hongkong	"
" 16	Glenfalloch	Amoy	L. Y. & Co.
" 16	Kansu	Moji	B. & S.
" 16	Independent	Hongkong	J. M. & Co.
" 17	Maidzuru Maru	Amoy	B. & Co.
" 17	Fooksang	Shanghai	J. M. & Co.
" 17	Thales	Hongkong	"
" 18	Shantung	Chefoo	"
" 18	Haitan	Amoy	"
" 18	Akashi Maru	Hongkong	B. & Co.
" 19	Anping Maru	Amoy	"
" 20	Canton	Hongkong	J. M. & Co.
" 20	Taiwan	Shanghai	B. & S.
" 20	Yushun	"	C. M. & Co.
" 20	Decima	Hongkong	J. M. & Co.
" 19	Ichang	Shanghai	B. & S.

DEPARTURES.

Date.	Vessels.	Destination.	Agents.
April 14	Bencleuch	Amoy & Shanghai	C. M. & Co.
" 14	Pelayo	Foochow	M. & Co.
" 14	Ningpo	"	B. & S.
" 15	Daijin Maru	Amoy	B. & Co.
" 15	Pechili	Shanghai	J. M. & Co.
" 16	Wuchang	"	B. & S.
" 16	Haiching	Amoy	J. M. & Co.
" 16	Chowfa	Bangkok	B. & S.
" 16	Benlarig	Singapore	B. & Co.
" 16	Taichow	"	B. & S.
" 17	Glenfalloch	Singapore & Penang	L. Y. & Co.
" 17	Maidzuru Maru	Hongkong	B. & Co.
" 18	Kiukiang	Shanghai	B. & S.
" 18	Thales	Amoy	J. M. & Co.
" 18	Haitan	Hongkong	"
" 18	Kansu	Amoy	B. & S.
" 18	Akashi Maru	"	B. & Co.
" 20	Tamsui	Shanghai	B. & S.
" 19	Anping Maru	Hongkong	B. & Co.
" 20	Canton	Shanghai	J. M. & Co.
" 20	Fooksang	Foochow & Shanghai	"
" 20	Taicheong	Deli	L. & H.

SHIPPING IN PORT.

Date.	Vessels.	Where from.	Agents.
April 16	Independent	Hongkong	J. M. & Co.
" 18	Shantung	Chefoo	"
" 20	Taiwan	Shanghai	B. & S.
" 20	Yushun	"	C. M. & Co.
" 20	Decima	Hongkong	J. M. & Co.
" 20	Ichang	Shanghai	B. & S.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SHINANO MARU ..... G. E. P. Cook	KOBE and YOKOHAMA	FRIDAY, 26th April, at Daylight.
KAGOSHIMA MARU..... K. Kori	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 26th April, at Noon.
YAWATA MARU ..... A. E. Moses	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th April, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 12th April, 1901. [6

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
KONIGSBERG ... Christiansen	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	3rd May.	Freight and Passage.
SEGOVIA ..... Foerck	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th May.	Freight.
AMBRIA ..... Duckstein	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	10th June.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 16th April, 1901. [431c

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Tuesday, 11th June, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 4th July, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 23rd April, 1901. [7

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Wednesday, 1st May, at Daylight.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 25th May, at Noon.
S.S. "....." (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 18th June, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 1st May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

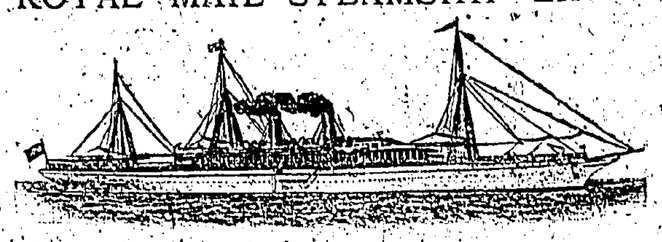
GEORGE ECKLEY,
Acting Agent.

Hongkong, 18th April, 1901. [7

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901



1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 5th June.
EMPRESS OF INDIA....Comdr. O. P. Marshall, R.N.R...WEDNESDAY, —

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 24th April, 1901. [3

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 7th May, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 1st June, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Thursday, 27th June, at Noon.

THE Company's Steamship—

"GAELIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 13th April, 1901. [8

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO,

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Carlisle City...	.....	about	May 15

THE Steamship

"CARLISLE CITY,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.
Hongkong, 24th April, 1901. [1840

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Olympia	2,837	J. Truebridge	April 26
Duke of Fife ...	3,821	J. S. Cox.....	May 7
Tacoma	2,811	A. Dixon ...	May 17
Victoria	3,502	J. Panton ...	May 28

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates or Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & Co., LIMITED,
General Agents.

Hongkong, 15th April, 1901. [8



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"SOBRAON,"

Captain L. M. Wibmer, R.N.R., carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON, on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for Marseilles and London, will be conveyed direct without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 13th April, 1901 [8

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

ADOLPH OBRIG, American ship, Amesbury.—Standard Oil Co.

SEA WITCH, American ship, Howes.—Master.

HATTIE C. SMITH, American schooner, Riley, Master.

CLAVERING, Brit. str., T. Barker.—Dodwell & Co., Limited.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA	"SUNGKIANG"* ...	26th instant.
TIENTSIN	"KWEIYANG"	2nd May, at 5 P.M.
ILOILO and CEBU	"KAIFONG"*	2nd May.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th April, 1901. [51c

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"DARDANUS"	2nd May.
"	"MACHAON"	9th May.
"	"ACHILLES"	14th May.
"	"PROMETHEUS"	28th May.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"AJAX"	30th April.
"	"ANTENOR"	14th May.
"	"CALCHAS"	28th May.
LIVERPOOL (DIRECT)..... (Taking Cargo at LONDON RATES).	"PYRRHUS"	10th May.
	"ULYSSES"	24th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 18th April, 1901. [12

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, TO-MORROW, the 25th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 20th April, 1901. [439c

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU,"

(3,873 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on FRIDAY, the 26th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company, are available for return by steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA,
Manager.

Hongkong, 16th April, 1901. [429c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 22nd April, 1901. [226c

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERIKA LINIE—HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

(With Liberty to call at MANILA.)

THE Full-powered Steamship

"ASTURIA,"

Captain Ostermann, will be despatched as above on or about SATURDAY, the 4th May.

For Freight, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 15th April, 1901. [425c

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 15th April, 1901. [426c

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGAN RAILROAD AND NAVIGATION COMPANY,

Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between

HONGKONG and PORTLAND (OR.), Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION,"

will be despatched for PORTLAND (OR.), about 20th May, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points.

For through Rates of Freight and further Information communicate with or apply to

ALLAN CAMERON,
General Agent,
or to
SHEWAN, TOMES & CO.

Hongkong, 20th April, 1901. [433c

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA,"

Captain G. T. Blaxland, will be despatched as above on SATURDAY, the 27th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 20th April, 1901. [442c

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"FERNDENE" ..... 3rd May.
"AFRIDI" ..... 24th May.
"HILLGLEN" ..... 14th June.
"LOWTHER CASTLE"..... 30th June.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 20th April, 1901. [445c

To be Let.

TO LET.

NOS. 2 and 5, RICHMOND TERRACE, Immediate Possession.

Apply to

LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.

Hongkong, 1st April, 1901. [175c

TO LET.

POSSESSION APRIL 1ST.

1, STEWART TERRACE.

Apply to

J. W. NOBLE.

Hongkong, 6th March, 1901. [297c

TO LET.

"WOODLANDS WEST," No. 9, SEYMOUR ROAD.

Apply to

"S.B."
C/o This Office.

Hongkong, 13th March, 1901. [322c

TO LET.

A HOUSE in RIPON TERRACE.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 13th March, 1901. [209c

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1805. [10

Notice of Firm.

NOTICE.

MR. J. WACKER and Mr. L. GLISSMANN have been authorized to SIGN our Firm by Procuration from This Date.

CARLOWITZ & CO.

Hongkong and Canton,
11th April, 1901. [418c

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [87

NOTANDA.

CALENDAR.

APRIL.

Meteorological means based on ten years' observations to 1893.

Barometer 30.059
Thermometer 62.0
Humidity 85.0
Rainfall 4.08

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.83	29.70
Temperature	81	82
Humidity	76	79
Rainfall	—	—

TO-DAY.

Wednesday, 24th April, 1901.

Chinese—*6th of 3rd moon of 27th year of Kwang-su.*

Sun—*Rises* .... *5hr. 34min.*
Sets .... *6hr. 21min.*
High water—*Morning* .... *2hr. 14min.*
Afternoon ...... *0hr. 13min.*
Low water—*Morning* .... *5hr. 28min.*
Afternoon ...... *7hr. 49min.*

ANNIVERSARIES.

1694—Bank of England founded.
1731—Daniel Defoe died.
1862—The Federal fleet took New Orleans.
1877—Russia declared war against Turkey.
1896—Defeat of the Matable at Buluwayo.
1897—Larissa evacuated by the Greeks.
1898—Interview between U. S. Consul and Aguinaldo at Singapore.
1899—Wreck of the barque *Lochsloy* near Kangaroo Island. 32 lives lost.

TO-MORROW.

Thursday, 25th April, 1901.

Chinese—*7th of 3rd moon of 27th year of Kwang-sü.*

Sun—*Rises* .... *5hr. 34min.*
Sets .... *6hr. 22min.*
Moon—*First Quarter 11hr. 52min. a.m.*
High water—*Morning* .... *3hr. 29min.*
Afternoon ...... *1hr. 10min.*
Low water—*Morning* .... *6hr. 8min.*
Afternoon ...... *9hr. 0min.*

ANNIVERSARIES.

1839—The British troops entered Kandahar.
1841—Naval Court of Inquiry held at Hongkong into the mortality among the troops in China in 1840.
1843—The late Princess Alice born.
1880—Capture of the citadel of Hanoi, Tonkin, by the French.
1887—Departure of Sir William Marsh, Acting Governor of Hongkong.
1897—The Greeks evacuated Turnavos. Princess Victoria of York born.
1898—U. S. Squadron left Hongkong.
1898—Russia and Japan recognise entire independance of Korea.

AGENDA.

TO-DAY.

9 p.m.—The Brough Company at the Theatre Royal.

TO-MORROW.

3 p.m.—D. S. S. & Co.'s steamer *Lightning* leaves for Indian Ports.
Cargo ex *Ceylon* subject to rent.
Cargo ex *Socotra* subject to rent.
Cargo ex *Gisela* subject to rent.

FRIDAY, 26th.

Daylight—N. Y. K. steamer *Shinano Maru* leaves for Japanese Ports.
Noon—N. Y. K. steamer *Kagoshima Maru* leaves for Bombay via Singapore etc.
4 p.m.—N. Y. K. steamer *Yawata Maru* leaves for Australian Ports via Manila etc.

SATURDAY 27th.

Noon—P. & O. steamer *Sobraon* with Mails etc. leaves for Europe.
5 p.m.—C. M. Co.'s steamer *Esmeralda* leaves for Manila.

SUNDAY, 28th.

Daylight—O. S. K. steamer *Daijin Maru* leaves for Coast Ports.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*City of Peking*) to-morrow.
English (*Ballaarat*) 26th instant.
Australian (*Eastern*) 27th instant.
American (*Gaelic*) 29th instant.
German (*Preussen*) 1st prox.
Canadian (*Empress of Japan*) 6th prox.
American (*Hongkong Maru*) 7th prox.
American (*China*) 15th prox.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

H.M.S. *Swift*	at	Kowloon	Dock.
U.S.S. *Bennington*	"	"	"
Argus	"	"	"
Adamastor	"	"	"
Hongkong	"	"	"
Kaifong	"	"	"
Athenian	"	"	"
Burnside	"	"	"
Styx	"	"	"
Kweiyang	"	"	"
Ping Suey	"	"	"
Compania de Filipina ...	"	"	"
Lung Tsing	"	"	"
Hangchow	"	"	"
U.S.S. *Concord*	"	Cosmopolitan	"
Colonies	"	"	"
Pettiams	"	"	"

* * *

PASSED THE CANAL.

Outward—16th April—*Machaon, Achilles, India, Adriatico, Deucalion, Easingwold, Ville d'Alger.* 19th April—*Benglor, Banca, Nurnberg.*
Homeward—9th April—*Wittenberg, Ranza.* 16th April—*Patroclus.*
Arrivals at Home—20th April—*Nordkap.*

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
City of Peking	Shanghai	To-morrow
Kagoshima Maru	Shimonoseki	To-morrow
Ballaarat	Singapore	April 26th
Segovia	Singapore	April 26th
Eastern	Port Darwin	April 27th
Gaelic	Japan	April 29th
Tientsin	Singapore	April 29th
Preussen	Colombo	May 1st
Empress of Japan	Vancouver	May 6th
Hongkong Maru	San Francisco ...	May 7th
China	San Francisco ...	May 15th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the lines already supplied, with the latest available information every day.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Ahern, J.	Kelton, W.
Agan, D.	Kuhn, F.
Arias, D.	Kneuzle and Streiff
Bittian, Mrs.	Lanza, L.
Brokenshire, F.	Leslie, M. K.
Beal, Gunner J.	Liberge, C.
Bertram, C.	Lowe, R.
Brown J.	Leon, C. de
Boyd, R. P.	Losada, Dr.
Beylis, M.	Lawlor, F. B. S.
Bannerman, J.	Lankester, B.
Boyd, R. P.	Lankester, B.
Burson, Chas.	Lanuza, J.
Bent, G.	Lawring, C. C.
Bryan, M. R.	Martin, Miss E. G. O.
Bergerowski, C.	Martin, T.
Bernedo, J. G. G.	Minchin, D. J.
Bird, W. B. M.	Molty, M.
Bohm, O.	Moothouse, J.
Biard, H.	McIntosh, J.
Baum, F.	Moore, Bishop
Buhning, N.	Merry, Mrs. D. J.
Brodie, Miss	Menasché, L.
Collins, A. E.	Moore, J. W.
Cohen, A. S.	Murphy, Mrs. F.
Cream,	Marshall, S. E.
Chambers, Capt. R. C. H.	Moore, H.
	Marcus, T. R.
Callsen, F. W.	McGregor, A.
Candler, W.	Morris, H.
Chading, Brothers & Co.	Mudge, V.
	Mulls, W.
Carpenter, F. G.	Murer, F. S.
Child, H. E. A.	Nicholson, H. J.
Chapman, W.	Nash, F.
Cartlidge, J.	Nató, F.
Cowte, E. H.	Palmer, J.
Crawford, Mr.	Partridge, Dr. L. S.
Callesen, Capt. V.	Phillips, C. F.
Comie, Mrs.	Pereira, Miss S.
Carbock, Capt. Von	Peterson, J.
Cahill, G.	Porter, A. M. J.
Degan, A. B. H.	Poernedo, J. G.
Dupuis, R.	Paulsen, T.
Delfs, Capt. P.	Pillony, J. R.
Davis, J.	Pastewsky
Duwel, Mrs. A. J. T.	Rosa and Lilly
Drake, Mrs. F. J.	Ross
Davis, S.	Riel, G.
David, R. D.	Reutens, J. W.
Drewes, Capt. H.	Rigby.
Elia, J.	Rippin, J.
Earlschiffe, H.	Rehemoobhoy, H.
Eckert, W.	Rivingston, C. F.
Etienne, C.	Rose, R.
Etzel, L. L.	Ramos, A.
Elkins, S. B.	Rowand, A. G.
Evans, A. M. A.	Read, Miss M. B.
Ellis, D. E.	Rushy, C. B.
Edmunds, H. W. S.	Roberts
Fidwell, J. P.	Samborn, F. G.
Fergusson, R.	Schwolm, M.
Freeling, Lady	Schierbaum, P.
Fernandez, V. D.	Sheppard, P. A.
Frieburg, S. S.	Stewart, J. E.
Fobris, G.	Sheller, W.
Fearnlay, A. E.	Stewart, A. H.
Fasgen, P. M.	Sylrester, F. W.
Goelz, F.	Scaulan, J.
Grant, W.	Solomon, Major L. L.
Garis, H. L.	Shannon, Miss
Greenwood, Miss E. B.	Schlichting, Mrs.
Gyr, H. W.	Smith, W. A.
Glendinning, R.	Sanid, J.
Goodwin, L.	Spieler, L.
Georgeson, J.	Stewart, Messrs. J. & G.
Grant, J. K.	Silverthorne, A.
Guttierez, L.	Sanderson, A. O. D.
Gomes, J.	Sicon, E.
Greenwood, T.	Stephen, A.
Green, Mrs. G.	Swaffield, A.
Garratt, S.	Starr, Miss E.
Hamilton, G.	Townsend, A. M.
Hermon, H. V.	Thompson, P. H. W.
Hall, H. M.	Turney, A. H.
Harris, A. C.	Thom, Capt. J.
Harrigan, J.	Tayleur, G.
Harkens, J.	Tomyikkin
Herbiville, L. D.	Torre, T.
Honey, B.	Westcote, Mrs. H.
Hardy, R. J.	Wilton, E. C. C.
Hochafel, E. C.	Worthington, C.
Hachiz, C. W.	Wheate, W. E.
Hoag, P. V.	Woodley, W.
Hibberdine, W.	Watson, H. G.
H. K. Amateur Photo Club.	Wegener, Dr. G.
	Watson, J.
Hinderkoper, J.	Wakeham, T.
Hooley, P. F. G.	Wilds, M.
Havermeyer, F. C.	Webster, D. W.
Huby, G.	Wright, Capt. W.
Harrison, Mrs. P.	Watson, Dr.
Hardey, R. J.	Wallace, F.
Ingold, F.	Walker
Jones, Dr.	Wennberg, O.
Jones, c/o Councel.	White, S.
James, San B.	Wertheimer, Mr. M.
Johnson, J.	Westrop, Miss
Jannote, G.	Wilkins, Mrs.
Johnson, C. E.	Walkeford, E.
Jeffries, Rev. M.	Werthman, L.
Joasiano, S.	Weedon, G.
Knight	Weber, Dr. E.
Kervan, R. F.	Welch, J.
Kirkpatrick, M. C.	Will, W. N.
Kinn, C. H.	Ward, C. W.
Kelper, G.	Young, W. R.
Kotewell, R. H.	Yerex, I. A.
Karmantz, S.	Zinn, G. A.
Kirk, R.	

List of Registered Covers in Poste Restante.

Allam Thu Con & Co.	Kader Bap, Insp.
Abonne, P. A.	Koch, Carl
Adam, Miss	Kalla Singh, I.P.C. 645
Aziz Khan, Lapiz	Khadooree, Elyezer Saleh
Abdul Khan	
Allah Deen, I.P.C. 775	Kader Hadjie Mohamed Abdul
Afzul Khan	
Ahmed Deen, I.P.C. 638 (2)	Khadoury, Ezer Saleh
	Partab Singh to Kullah Singh, (Amritsar), Police Station, Hongkong.
Abda Khan, I.P.C. 798	
Attare Khan, No. 774	
Butchen Singh	
Bhagwan Singh	Liaco, Cheang
Budha Khan (3)	Lopes, Da. C. J.
Bull, P. Gulvao	Leopold, Herrn.
Brougham, Ed.	Mannington, A.
Blank, Miss A., Arrandale, Southport (1) Returned.	Maclaren, J. W. B. (2)
	Mandiga, A. L.
	Mohamed Akbar
Bertram, C.	Mohamed Khan
Buta Singh	Mulla Singh
Bova and Co., Supt. Brewery.	Montero, F. M.
	Massey-Lee, J. H.
Brough, R. (3)	Kay, Charles
Burkely Alli Khan, I.P.C. 856	Morris, Capt. R., R.A.
	Mondha Singh
Bergmann, B. & R.	Mohamed Shah
Cotewall, H. R.	Mohamed Deen, I.P.C. 790
Crews, J.	
Chandi Singh	Murad Khan I.P.C. 529
Carum Baksh, (Umballa)	Mayson, William
	MacVeagh, E.
Caine Road No. 29	Mungal Singh
Chandar Pal Singh	Marle, Hugo
Clarkson, G.	Munga Khan, I.P.C. 765
Chunda Singh, I.P.C. 585	Mar, Frank del
Clarke, J.	Nab, J. Mc.
Chao, H. Y.	Noble, Lt. W.
Davis, Mrs. Lamartine T.	Naden, Thomas
	Nazal Khan
Darnelli, Miss F.	Nogueira, M.
Delhi, N. M. Khan	Nawab Khan, I.P.C. 637
Dean Singh, I.P.C. 547	N. C. III.
Easey Khan, I.P.C. 618	Ota (Manila), to Omuh, 5, Praya East, Wanchai, Hongkong.

Fur Siakar Sang	Ohaten, Madame
Fazal Ahmed	Perica, F.
Falek, W.	Piorra, D.
Flores, J. S.	Piry, H.
Fox, F. (5)	Prizis, E.
Fatmalee (Bombay)	Pederson, C.
Felicie, Blaz	Roza, A. M. R. C.
Fosuisane, A.	Rosouro, Miss L.
Ferreira, F. X. P.	Rongier, J.
Ghous. Mohamed M.	Ram Dhor Singh
Goh Rikisaburs	Ryan, A.
Geoghegan, N. M.	Rodrigo, B. J.
Ghulam Rasool	Ramcall
Galthke, Fr.	Sayick, M. J. Kelly (Singapore)
Gahor Khan	
Gewanal Singh, I.P.C. 807	Stern, B. (2)
	Sultan Mahomed
Garcia, R.	Smulas, H.
Gulab Khan, I.P.C. 509	Saloon, A. J.
	Sato, T.
Hans, Mrs. A. J. C.	Sassoon, S.
Heintz, H.	Stanford, Mrs. M.
Hinton, R. S.	Sturdy, E. V. (London).
Hollister, G. K.	Stevenson, Fanny
Hinda Singh	Shores, D. M.
Haraguchi, B.	Smith Harry
Harper, A.	Said Mohamed
Hand, H. J. (Manila), To Constancio Hand, Vic. Eng. School, Hongkong.	Sampson, Mrs. (1 pcl.)
	Schlichting, Mr. (1 pcl.)
	Shi Pui Ting, (Cosmopolitan Dock).
Harwood, Thomas	Stanley, Mrs. C. L.
Hasham Alli, I.P.C. 667	Staden, J. T.
	Simons & Co., J. R.
Hilton, St. John.	Thornhill, Capt.
Hazar Khan, I.P.C. 616	Teves, Mariano
Hesa, Miss O.	Tchervinsky
Hodge, Ed. G., Portland (Maine), Returned.	Umetami, N.
	Ultam Singh
	Uttu Singh, I.P.C. 774
Hakan Singh, I.P.C. 602	Veaseoy, Mrs. L.
	Vemura, G., Hongkong, to Kawamoto, (Manila).
Joseph, S. S. Abdul	
Jurmanali Shah	
Jamal Singh	Van-Ness, Miss E. C. (2)
Jawalla Singh, I.P.C. 614	Wazir Khan.
	War Singh
Johnson, C. E.	Wickins, H. W. (2)
Jandoo	Yonsen, Mrs.
Kushiro, C.	Yersin, E.
Kierna, Miss A.	

List of Registered Covers for Merchant Ships.

S.S. *Amigo*	F. Wallat.	
" *Belgian King*	Abernethey.	(2)
" *Calchas*	H. C. Beasley.	
" *Calchas*	Mr. Carefull.	
" *China*	Mr. Cooper.	
" *Deucalion*	M. J. Garbutt.	
" *Emma Luyken*	Capt. Wallis.	
" *Idomeneus*	T. Connollys.	
" *Kirkfield*	G. Dubrex.	
" *Menelaus*	J. Ambrose	(6)
" *Monmouthshire*	Capt. J. Kennedy.	
" *Monmouthshire*	W. Cropley.	
" *Palatia*	H. Broch.	
" *Radley*	John Mann.	
" *Sabine Rickmers*	R. G. Lowden.	
" *Saint Jerome*	Capt. A. Jones.	
U.S.S. *Saturn*	H. Mines.	
S.S. *Shantung*	Miles.	
" *Ulysses*	H. Weldon.	(2)
" *Urlana*	Capt. Wilson.	
" *Vienna*	C. McLay.	
" *Wongkoi*	C. Schunz.	

Intimations.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,
5, D'Aguilar Street.

Hongkong, 27th April, 1900. [34

NOW READY.

A PAMPHLET
ON
SOME SERIOUS LOCAL PROBLEMS,
AND
A FEW SUGGESTION FOR DEALING WITH THEM,
BEING A LECTURE DELIVERED
BEFORE
THE ODD VOLUMES SOCIETY
BY
Mr. H. E. POLLOCK,
Barrister-at-Law.

To be obtained at the OFFICE of This Paper.
PRICE 50 CENTS.

Hongkong, 1st June, 1900.

"FOR THE BLOOD IS THE LIFE."

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORER
IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising.
For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sores of all kinds, it is a never-failing and permanent Cure. It
Cures Old Sores.
Cures Sores on the Neck.
Cures Sore Legs.
Cures Blackheads or Pimples on the Face.
Cures Scurvy.
Cures Ulcers.
Cures Blood and Skin Diseases.
Cures Glandular Swellings.
Clears the Blood from all Impure Matter.
From whatever cause arising.
It is a real specific for Gout and Rheumatic pains.
It removes the cause from the Blood and Bones.
As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSAND OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles 2s. 9d. each, and in cases containing six times the quantity, 11s.—sufficient to effect a permanent cure in the great majority of long-standing cases—BY ALL CHEMISTS and PATENT MEDICINE VENDORS throughout the world. Proprietors, THE LINCOLN AND MIDLANDS COUNTIES DRUG COMPANY, Lincoln, England. Trade Mark—"BLOOD MIXTURE."

CLARKE'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and "Clarke's World-famed Blood Mixture," blown in the bottle, WITHOUT WHICH NONE ARE GENUINE. [4

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [18

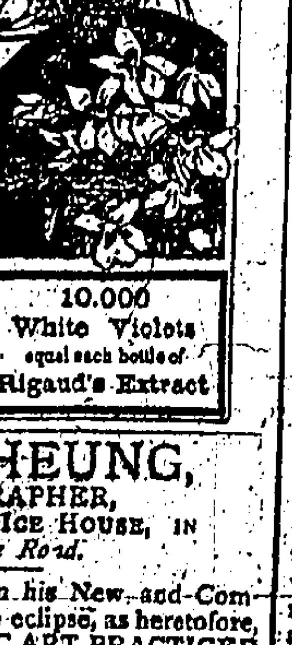
CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
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PLENTY
IN
HAND.
JAPANESE CURIOS.
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Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 30th April 1900. [41

WORTH A GUINEA A BOX.
BEECHAM'S PILLS
FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.
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DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
EASTMAN'S
KODAKS and FILMS.
Sole Agents for CLEMENT'S WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the BEST.
40, *QUEEN'S ROAD,*
Watson's Building. [47

RIGAUD'S WHITE VIOLET EXTRACT



This fugative and delicate perfume is persistant as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.
RIGAUD et Cie PERFUMERS PARIS
10.000 White Violets equal each bottle of Rigaud's Extract

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TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*
IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 22nd September, 1898. [40

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901. [16c

SIEN TING,
SURGEON DENTIST,
No. 14, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [19

DENTISTRY.
AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.
TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [8c

Intimations.

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Estimates given for all kinds of Electrical work.

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NOTE ADDRESS:—2, ICE HOUSE ROAD.

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Apply, to
W. STUART HARRISON,
Manager.
Hongkong, 13th December, 1900. [29

JUST OPENED.

A FINE Consignment of FRENCH PRESERVES of a well known make.
Quality will speak for itself.
H. RUTTONJEE,
5, D'Aguilar Street and
22 & 23, Elgin Road, Kowloon.
Hongkong, 16th April, 1901. [34

THE NEW FRENCH REMEDY.

THERAPION.

This succesful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

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Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [16

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AN ACCOUNT
OF THE
RECEPTION OF H.M.S. "TERRIBLE,"
IN
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AND THE
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WITH A
WOODCUT OF THE "TERRIBLE."

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Hongkong, 1st June, 1900.

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship
"GISELA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—
From Venice, *ex* S.S. *Maximiliano*, and *Metcovich* transhipped at Trieste.
From Levante, *ex* S.S. *Hungaria* transhipped at Port Said.
From Zanzibar, *ex* S.S. *Carinthia* transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 25th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 18th April, 1901. [422c

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"CEYLON,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 25th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 19th April, 1901. [5

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"SOCOTRA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ, BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 19th April, 1901. [5

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH,"
FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 23rd April, 1901. [448c

MITSUI BUSSAN KAISHA.

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Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

The Share Market.

LATEST QUOTATIONS.

(*April 24th*).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	375 % premium [buyers
The Bank of China & Japan, Limited... (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited... (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited... (Deferred)	£ 1	£.5 buyers
National Bank of China, Ld.	£ 8	$27 buyers
Do. Founders	£ 1	$15 sellers
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$300 buyers
China Traders' Ins. Co., Ld.	$ 25	$57½ sales
North China Ins. Co., Ld.	£ 25	Tls. 182½ buyers
Yangtsze Ins. Assoc. Ld.	$ 60	$135 buyers
Canton Ins. Office, Ld.	$ 50	$165 buyers
Straits Ins. Co., Ld.	$ 20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$325 sales
China Fire Ins. Co., Ld.	$ 20	$85 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$34½
Indo-China Steam Navigation Co., Ld.	£ 10	$131 buyers
China & Manila S.S. Co., Ld.	$ 50	$63 buyers
	$ 30	$41 sales
Douglas Steamship Co., Ld.	$ 50	$51 sellers
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 10	£12 buyers
China Mutual S. N. Co., Ld.—(O'ary)	£ 5	£7 buyers
Star Ferry Co., Ld.	$ 10	$24 buyers
	$ 2½	$9 buyers
"Shell" Transport & Trading Co., Ld.	£ 1	£3 sellers
Refineries.		
China Sugar Refining Co., Ld.	$100	$138 buyers
Luzon Sugar Refining Co., Ld.	$100	$39
Mining.		
Punjom Mining Co., Ld.	$ 8	$5½ sellers
Punjom Mining Preference Shares	$ 4	$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	$300
Queen Mines, Ld.	25 cts.	nominal
Jelebu Mining and Trading Co., Ld.	$ 5	55 buyers
Raub Australian Gold Mining Co., Ld.	17s. 10d.	$38 buyers
Oliver Freehold Mines, Ld. A	$ 5	$2½
Olivers Freehold Mines, Ld. B	$ 5	$1½ sales
Great Eastern & Caledonian Gold Mining Co., Ld.	$ 5	10 cents
Do. (Preference)	$ 1	40 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$ 50	285 sales
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$103 sellers
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$63 buyers
New Amoy Dock Co., Ld.	$ 6½	$22½ sales
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	$ 10	$9½ sellers
Hongkong Land Investment & Agency Co., Ld.	$100	$199 buyers
Kowloon Land and Building Co., Ld.	$ 30	$30 buyers
West Point Building Co., Ld.	$ 50	$52 sales and [buyers
H'kong Hotel Co., Ld.	$ 50	$122 sales
Oriente Hotel Co., Ld.	$ 50	$80 sellers
Humphrey's Estate & Finance Co., Ld.	$ 10	$13½ sales
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$7½ sales
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 44
International Cotton M'fg. Co., Ld.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 55
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 45
Cigar Companies.		
Alhambra, Limited	$500	200 % premium
La Comercial, Ld.	$500	100 % premium
Hensiana Limited	$100	par buyers
La Favorita	$500	100 % premium
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$18½ ex div. [buyers
China-Borneo Co., Ld.	$ 15	$36½ ex div. [buyers
A. S. Watson & Co., Limited	$ 10	$17 buyers
Watkins, Limited	$ 10	$10½ sellers
Hongkong Electric Co., Limited	$ 10	$12½ sellers
Hongkong Electric Co., Limited	$ 5	$6½ sellers
Hongkong and China Gas Co., Ld.	£ 10	$130 buyers
Hongkong Rope Manufacturing Co., Ld.	$ 50	$157½
Geo. Fenwick & Co., Ld.	$ 25	$55 sellers
H'kong Ice Co., Ld.	$ 25	$164 buyers
H'kong High-Level Tramways Co., Ld.	$100	$220 buyers
Dairy Farm Co., Ld.	$ 6	$7 buyers
Hongkong and China Bakery Co., Ld.	$ 50	$50 sales
Campbell, Moore and Co., Ld.	$ 10	$20
Bell's Asbestos Eastern Agency, Ld.	£ 1	$1½ buyers
United Asbestos Oriental Ag'cy, Ld.	$ 4	$8½ sales
Carmichael & Co., Ld.	$ 20	$7
Tebrau Planting Co., Ld.	$ 5	$3 sellers
Universal Trading Co., Ld.	$ 20	$20 sales
H.K. Steam Waterboat Co., Ld.	$ 5	$7 cum call
China Light & Power Co., Ld.	$ 20	$20

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McIntyer, Mr.
Munro, Capt.
Munro, Master P.
Noble, Miss Grace
Wittmuss, Capt.
Burns, Mr. G.

EXCHANGE.

Hongkong, 24th April.

On London, Telegraphic Transfer 1/11½
" Bank Bills, on demand 1/11 13/16
" Credits, 4 months' sight 2/0¼
" D'ments, 4 months' sight 2/0¼
On Berlin, (demand) M.2.02½
On Paris, Bank Bills, on demand 2.49½
" Credits, 4 months' sight 2.54
On New York, Bank Bills, on demand ...48¾
" Credits, 30 days' sight 49½
On Bombay, Telegraphic Transfer 148¾
" On demand 149¼
On Shanghai, Telegraphic Transfer 72¼
" Private 30 days' sight ......nom.
On Yokohama, T.T. ......1½ % prem.
Sovereigns, Bank's Buying Rate $10.00
Gold Leaf 100 touch, per tael 51.75
Bar Silver 27 15/16
Dollars ......nom.

OPIUM QUOTATIONS.

Hongkong, 24th April.

New Patna ......$935/937½ per chest.
New Benares ......967½/970 "
New Malwa ......820/30 per picul.
Old Malwa ......840/60 "
Persian, paper tied ......812½/815 "

VESSELS IN PORT.

Steamers.

AGAMEMNON, British steamer, 4,461, H. Nish, 13th April,—Moji 9th April, Coals.—Butterfield & Swire.

AMARA, British steamer, 1,565, C. J. Mattock, 19th April,—Singapore 27th March, and Bangkok 12th April, Rice.—Jardine, Matheson & Co.

AMIGO, German steamer, 700, Aldrup, 19th April,—Saigon 15th April, Rice.—Jebsen & Co.

ARIAKE MARU, Japanese steamer, 2,193, T. Tasaka, 15th April,—Kutchinotzu 10th April, Coal.—Mitsui Bussan Kaisha.

ATHENIAN, British steamer, 2,444, H. Mowatt, 8th April,—Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour.—C. P. R. Co.

BENVORLICH, British steamer, 2,165, R. W. Thomson, 22nd April,—London via Singapore 16th April, General.—Gibb, Livingston & Co.

BURNSIDE, American steamer, 1,400, A. H. Lafflin, 14th April,—Manila 11th April, Cable.—Government.

CHARLES ROGIER, Belgian steamer, 1,291, C. Heffurth, 14th April,—Saigon 9th April, Rice.—Dodwell & Co., Ld.

CLARA, German steamer, 675, A. Hansen, 22nd April,—Pakhoi 18th April, and Hoihow 20th, General.—Jebsen & Co.

CLAVERING, British steamer, 2,255, J. Barker, 30th Mar.,—from Port Natal, Ballast.—Dodwell & Co., Ld.

DEUTEROS, German steamer, 1,001, Frahm, 23rd April,—Sourabaya 13th April, Sugar.—Siemssen & Co.

HAIMUN, British transport, 636, W. J. Davis, 12th April,—Weihaiwei via Woosung 5th April.

HANGCHOW, British steamer, 999, J. Pearce, 21st Mar.,—Shanghai 18th Mar., General.—Butterfield & Swire.

HANSA, German steamer, 1,250, F. Diegler, 22nd April,—Saigon 17th April, Rice.—Wing Woo.

HONGKONG, French steamer, 735, Pannier, 20th April,—Haiphong and Hoihow 19th April, General.—A. R. Marty.

KACHIDATE MARU, Japanese steamer, 2,734, S. Fugiki, 23rd April,—Karatsu 17th April, Coal.—Mitsui Bussan Kaisha.

KAIFONG, British steamer, 1,024, G. H. Pennefather, 16th April,—Cebu and Iloilo 12th April, General.—Butterfield & Swire.

KEONGWAI, German steamer, 1,115, A. von Riegen, 23rd April,—Bangkok 14th April, General.—Butterfield & Swire.

KWEIYANG, British steamer, 1,062, A. W. Outerbridge, 9th April,—Canton 8th April, General.—Butterfield & Swire.

KYOTO MARU, Japanese steamer, 1,640, T. Sakurai, 20th April,—Saigon 16th April, Rice.—Mitsui Bussan Kaisha.

LIGHTNING, British steamer, 2,122, J. G. Spence, 19th April,—Calcutta 30th March, Penang and Singapore 13th April, General.—David, Sassoon Sons & Co.

MACDUFF, British steamer, 1,882, R. Glegg, 22nd April,—Moji 17th April, Coal.—Dodwell & Co., Ld.

MUREX, British steamer, 2,329, Halliday, 19th April,—Moji 13th April, Coal.—Arnhold, Karberg & Co.

OLYMPIA, American steamer, 1,730, John Truebridge, 15th April,—Tacoma 14th March, General.—Dodwell & Co., Ld.

PAKSHAN, British steamer, 1,235, J. Jenkins, 19th April,—Bangkok 12th April, Rice.—Bradley & Co.

PENARTH, British transport, 1,959, W. H. West, 27th Mar.,—Woosung 23rd Mar., Ballast.—Order.

PETRIANA, British steamer, 1,140, Snope, 25th Mar.,—Belik, (Papan) 19th Mar., Kerosine.—Arnhold, Karberg & Co.

PING SUEY, British steamer, 4,149, Pernelle, 7th April,—Seattle Wash 1st March and Manila 4th April, Ballast.—Jardine Matheson & Co.

POMPEY, American steamer, 785, J. H. Serivener, 21st Mar.,—Manila 18th Mar., Coal.—U. S. Navy.

SATURN, American collier, 1,817, J. H. Potter, 29th Mar.,—Reef Pratas 28th March.

SHINANO MARU, Japanese steamer, 3,960, G. E. P. Cook, 23rd April,—Singapore 18th April, General.—Nippon Yusen Kaisha.

SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April,—Samarang and Saigon 29th March, Sugar.—Yuen Fat Hong.

SISHAN, British steamer, 852, G. E. Morehouse, 23rd April,—Saigon 19th April, Rice.—Bradley & Co.

STRATHGYLE, British steamer, 3,284, G. R. Gordon, 5th April,—Moji 1st April, General.—Butterfield & Swire.

SUNGKIANG, British steamer, 1,621, S. W. Moore, 23rd April,—Manila 20th April, General.—Butterfield & Swire.

TARTAR, British steamer, 2,768, G. D. Bowles, 4th April,—Tacoma 5th Mar., Flour.—C. P. R. Co.

TELEMACHUS, British steamer, 1,359, P. S. Primrose, 19th April,—Saigon 15th April, General.—Nam Wo & Co.

TETARTOS, German steamer, 1,578, T. Desler, 22nd April,—Samarang 13th April, Sugar.—Siemssen & Co.

VICTORIA, Swedish steamer, 989, J. A. Hillberg, 23rd April,—Bangkok 17th April, Rice.—Yuen Fat Hong.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 21st April,—Manila 18th April, General.—Jardine, Matheson & Co.

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Amsbury, 19th Dec.,—New York 2nd June, and Chefoo 12th Dec., Oil.—Standard Oil Co.

DUNDEE, British ship, 1,998, Hennning, 14th Oct.,—New York 29th June, Kerosine Oil.—Standard Oil Co.

FULWOOD, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.

LARGO BAY, British ship, 1,178, F. Adams, 7th April,—Nagagasaki 1st April, Ballast.—Sander, Wieler & Co.

LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.,—Ponape and Caroline Island 11th Mar., Copra.—Master.

LUZON, American 4-masted schooner, 512, Aderson, 31st Mar.,—Port Townsend 28th Dec., General.—Holliday, Wise & Co.

MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.,—from New York, Oil.—Standard Oil Co.

MERCURY, German schooner, 52, Warnes, 23rd Feb.,—Yap 9th Feb., Ballast.—Siemssen & Co.

OBI, British schooner, 1,951, R. Pinkham, 9th April,—Cardiff 23rd Feb., Patent Fuel.—Government.

PRESIDENT, British bark, 766, R. B. Munro, 3rd April,—Rajang 8th Feb., Timber.—Ping On Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.

VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.,—New York 3rd Sept., Case Oil.—Order.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, April 24th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns 3,000 i.h.p., Comdr. G. G. F. M. Cradock, Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Singapore.

Arethusa, 2nd-class cruiser, 3,400 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Singapore.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.

Astræa, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Singapore.

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Nagasaki.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Hongkong.

Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.

Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Amoy.

Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Commander Sir Bourchier Wrey, Bart., Shanghai.

Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.

Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., Shanghai.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Shanghai.

Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. G. A. Callaghan, C.B., Weihaiwei.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield, Woosung.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, en route Shanghai.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.

Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Hongkong.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Isis, 2nd-class cruiser, 5,650 tons, 11 guns 9,600 i.h.p., Capt. Charles Windham, Weihai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.

Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.hp., Lieut.-Comdr. J. C. Watson, Hoihow.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., en route Woosung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.

Phœnix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, S'pore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore.

Sandpiper, British river-gunboat, 2 guns, Lt., Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtsze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beaty-Pownall, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, Lieut.-Comdr. Lyne, Manila.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p.—Lt.-Comdr. Mackenzie, D.S.O., Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 500 i.h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Adamastor, Portuguese cruiser, 1,900 tons, Capt. Andrew, Hongkong.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Macao.

Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 6,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.

Koryetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Poltava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rasboynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik, † Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Mollas, at Taku.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, * Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulia, at Taku.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Dephin, Russian torpedo boat, 350 tons, Capt. Novakovsky, en route Shanghai.

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchicki, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Hongkong.

Kit, Russian torpedo boat, 350 tons, Captain Kivnarsky, en route Shanghai.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Hongkong.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Som, Russian torpedo boat, 400, Capt. A. Giers, en route Shanghai.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE GERMAN SQUADRON.

Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Hongkong.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Peters, at Taku.

*** *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Hongkong.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.

Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Sthamer, at Shanghai.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, Canton.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy.

** *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Hongkong.

Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Wœrth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Hongkong.

No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann.
** Flagship of Rear-Admiral Geissler.
*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,750 tons, Capt. Bathine, Japan.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.

Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comete, gunboat, 600 tons, Capt. Loiiel, at Canton.

Decidée, gunboat, 690 tons, Capt. Marcsubette, at Taku.

* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Sauno, at Amoy.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Shanghai.

Guichen, 1st-class cruiser, 9,000 tons, Capt. Perom, at Shanghai.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

Styx, 3rd-class cruiser, 1,800 tons, Captain Vincent, at Hongkong.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Taku.

Vipère, gunboat, 400 tons, Captain G. del Villeneuve, at Hongkong.

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Hongkong.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Ensign D. W. Knox, at Manila.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Hongkong.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Narro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.

Nanshan, U.S. collier, Ensign F. E. Ridgely, at Hongkong.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

Newark, U.S. cruiser, 4,600 tons, Comdr. McCalla, at Hongkong.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., en route Woosung.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, en route Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L. A. Cotten, at Hongkong.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Hongkong.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Fieramosca, Italian cruiser, Capt. Carlo Negri, Shanghai.

Stromboli, Italian cruiser, 3,898 tons, Captain R. Marselli, en route Home.

Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, J. Dick,—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain —Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence,—Tai On Steamship Co.

Pak Kong, British steamer,—Kwong Wan S.S. Co.

Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, R. J. Mackenzie,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 141, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 40,—Ah Yon.

Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 359, D. Bowie,—Kwong Wang Steamship Co.

Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.

Kwai Lum, British steamer,—Kai Hing & Co.

Lil, American lorcha.

Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co.,—J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

Post Office.

A Mail will close:—

For Canton—Per *Hankow*, to-morrow, the 25th instant, at 7.30 A.M.

For Macao—Per *Heungshan*, to-morrow, the 25th instant, at 1.15 P.M.

For Singapore, Penang and Calcutta—Per *Lightning*, to-morrow, the 25th inst., at 2 P.M.

For Shanghai and Chinkiang—Per *Illia Nossack*, to-morrow, the 25th inst., at 2 P.M.

For Singapore—Per *Amara*, to-morrow, the 25th instant, at 2 P.M.

For Shanghai—Per *Wosang*, to-morrow, the 25th instant, at 3 P.M.

For Canton—Per *Powan*, to-morrow, the 25th instant, at 5 P.M.

For Kobe and Yokohama—Per *Shinano Maru*, to-morrow, the 25th instant, at 5 P.M.

For Singapore, Colombo and Bombay—Per *Kagoshima Maru*, on Friday, the 26th instant, at 11 A.M.

For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Olympia*, on Friday, the 26th instant, at 11 A.M.

For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Yawata Maru*, on Friday, the 26th instant, at 3 P.M.

For Shanghai—Per *Lyeemoon*, on Friday, the 26th instant, at 4 P.M.

For Manila—Per *Sungkiang*, on Friday, the 26th instant, at 4 P.M.

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